DECEMBER 1969

THE Signalman's JOURNAL

Seasons Greetings

With the approach of the Holiday Season we look forward with great anticipation to the happiest of holidays.

The spirit of Christmas is a combination of many things. Most important, perhaps, are those things we again discover within ourselves—like the warm feeling of good will and the joy we experience in wishing our friends and brothers holiday happiness.

Your Grand Lodge Officers extend to each of our Brotherhood's members and their families warm and hearty wishes for a Merry Christmas and a Happy New Year.

So now at this Holiday Season we want to express our sincere appreciation for the part you have played in making our Brotherhood what it is today. We will always do our best to justify your faith in us, and in our ability to serve you well.

We look forward to the challenges before us in 1970, and promise to meet them with determination and your interest in mind.

We take this opportunity therefore to extend to you the Season's Greetings with the profound hope that the New Year will bring you a full measure of Good Health, Happiness and Prosperity.

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CHRISTMAS SEALS FIGHT EMPHYSEMA, TUBERCULOSIS, AIR POLLUTION.

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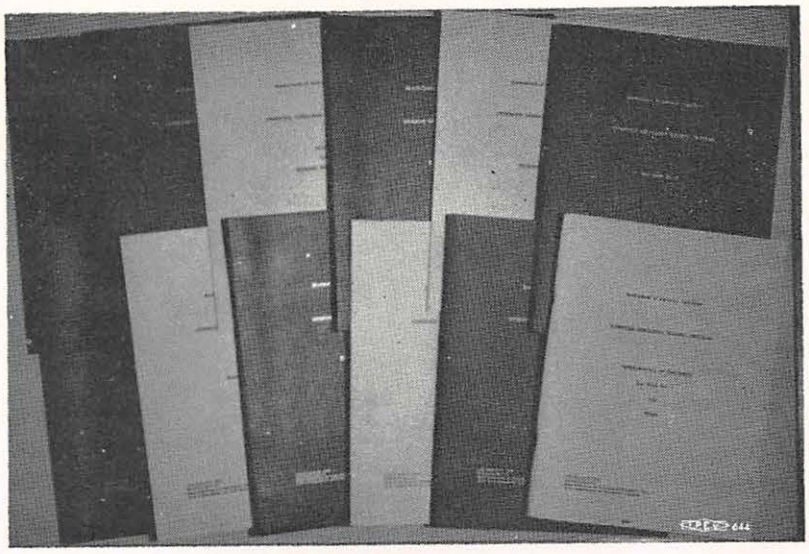

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Mr. P. T. Drummond, Secretary-Treasurer
Brotherhood of Railroad Signalmen
2247 Lawrence Avenue
Chicago, Illinois 60625

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A Message From President C.J. Chamberlain

THE REGULAR TRIENNIAL elections of officers of subordinate lodges and system general committees have been concluded, and while many of the present officers were re-elected to their respective positions for the ensuing three year term, we note that several new officers have been elected.

We are most encouraged by the interest shown in the elections and the willingness and desire of our members to assume the responsibility of holding an office in a local or general committee.

We have had the privilege and opportunity to personally attend a number of general committee meetings during the past few weeks, and have received reports from other grand lodge officers on meetings which they have attended. At most of these meetings it was noticed that many younger members are taking an active interest in the affairs of the Brotherhood of Railroad Signalmen. This is most encouraging as an organization to be effective and abreast of the times, needs a proper balance of the younger and older members.

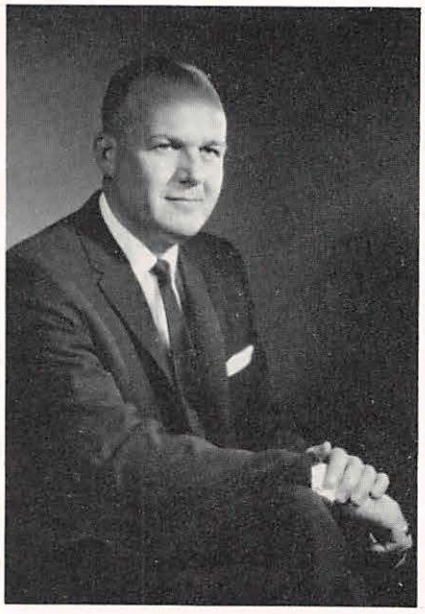
The new ideas of the younger generation combined with the experience of the older members provides an unbeatable combination and is a valuable asset to our organization.

It is our intention to use this invaluable asset to the fullest advantage in the interests of the Brotherhood of Railroad Signalmen in our future endeavors.

The past three years have seen the Brotherhood of Railroad Signalmen come into its own, and substantial progress has been made in improving wages and working conditions of the members of our craft.

We have only scratched the surface and still have a long way to go, however, we have the momentum and with the support and assistance of our newly elected local lodge and general committee officers, we are confident that we will continue to progress in the coming years.

We want to extend our sincere thanks to all past officers for their service to our Brotherhood. To



those who have retired, we extend our best wishes for many healthy, happy years of retirement, and to those who are still with us in the ranks of the Brotherhood of Railroad Signalmen we look forward to your continued cooperation in our mutual endeavors to enhance the position of the Signalmen.

The year 1970 will be an extremely busy year because of our involvement in another individual wage movement, a fringe benefit movement, and a joint health and welfare movement. In addition, we will also hold our regular triennial convention in Las Vegas, Nevada, during August.

The busy year and the numerous important matters being handled by our Brotherhood will require that all of us put forth that extra effort which is so necessary if we are to be successful in our undertakings.

At this time of the year as we celebrate our most joyous holiday season, it is traditional and customary for us to pause for a moment in our fast moving world, to reminisce about the past, take stock of where we stand, and look to the future. It is an appropriate time as we gather with our families and friends to give thanks for the many blessings which have been bestowed on us who are privileged to live in our great countries, the United States and Canada, with our free societies. It is an appropriate time to make a self analysis of ourselves and our contribution as individuals to make the world a better place in which to live. It is an appropriate time for each of us to humbly dedicate ourselves to the principle of brotherhood which will in itself afford us with a feeling of satisfaction that cannot be achieved in any other way. If we face the future with faith, hope and charity in our hearts we have nothing to fear.

We take this opportunity to wish all of our members, their families, our Brothers in our associated railroad labor unions, and our friends in railroad management, a most joyous Christmas and a healthy and prosperous New Year.

New ideas of the younger generation combined with the experience of the older members provides an unbeatable combination

Signalmen And Union Railroad Sign Wage Agreement

OUR BROTHERHOOD AND the Union Railroad Company signed an agreement which places in effect substantial gains for our members on that carrier.

The agreement calls for wage increases of .245 cents an hour for Signalmen on July 1, 1969 and .4826 an hour on January 1, 1970.

Grand Lodge Representative W. D. Best and General Chairman J. R. Berringer signed the agreement on October 21, 1969 for our organization.

Highlights of the agreement are wage increases for Signalmen of .7276 per hour, second and third trick men will receive .7467 an hour and Assistant Foremen and Electronic Signal Technicians will receive .828 cents an hour.

In addition to the wage increases outlined above, our members also received the following benefits.

Improvements in the pension agreement effective July 1, 1970.

Improved Hospitalization benefits including increased life insurance by $1,000.00.

Improved holidays to include the day before Christmas as an additional holiday, effective December 1, 1970.

Improved Accident Insurance.

The new agreement has a moratorium until January 1, 1975 except for uniform notices served on railroads nationally by the Signalmen. Our October 1 wage notice was served and all increases derived from that wage notice will be applied after the increases of this agreement.

President C. J. Chamberlain stated that this agreement represented a record gain in wages and other improvements for our membership on the Union Railroad and that much credit is due Grand Lodge Representative W. D. Best and General Chairman J. R. Berringer, for their untiring efforts in negotiating a new contract.

The agreement reads as follows:

Memorandum of Agreement Between the Union Railroad Company and Brotherhood of Railroad Signalmen.

WHEREAS, it would be permissible for the Brotherhood of Railroad Signalmen to serve on the Union Railroad Company and for the Union Railroad Company to serve on the Brotherhood of Railroad Signalmen Section 6 Notices under the Railway Labor Act on June 1, 1969, and

WHEREAS, the Brotherhood of Railroad Signalmen served notice dated June 15, 1969, and

NOW, THEREFORE, it is agreed that the Union Railroad Company will grant to the employes represented by the Brotherhood of Railroad Signalmen the following with the understanding that this agreement is in full and final settlement of the Section 6 Notice dated June 15,1969:

ARTICLE I — WAGES

Wage and salary changes shall apply and be effective on the dates specified as provided in Attachment "A".

ARTICLE II — PENSIONS

The existing Pension Agreement will be amended as provided in Attachment "B" on the effective dates as shown thereon.

ARTICLE III — PROGRAM OF INSURANCE BENEFITS

The existing Program of Insurance Benefits will be amended as provided in Attachment "C" on the effective dates as shown thereon.

ARTICLE IV — HOLIDAYS

Effective January 1, 1970 the agreement rules covering holidays will be revised as provided in Attachment "D".

ARTICLE V — PAYMENT TO EMPLOYES INJURED UNDER CERTAIN CIRCUMSTANCES

Effective January 1, 1970 payment to employes injured under certain circumstances will be made as provided in Exhibit "E".

ARTICLE VI — CORPORATE AND GOVERNMENTAL APPROVALS

It is understood and agreed that the payment of a provision for the benefits provided by Articles II and III of this agreement is contingent upon the corporate action necessary to provide such benefits; the obtaining and/or retaining a ruling from the Commissioner of Internal Revenue that the cost of such benefits is a currently deductible expense under the Internal Revenue Code of 1954 as now in effect or as hereafter amended; or obtaining the approval of such other governmental agencies as may be required to establish the legal status of such benefits.

ARTICLE VII — MORATORIUM AND FIVE-YEAR NATIONAL HANDLING

(a) This Agreement is in full and final settlement of all outstanding notices or proposals between the parties for changes in Agreements covering rates of pay, rules, and/or working conditions.

(b) Neither party to the Agreement will serve on the other party any notice to change any existing agreement or establish any new agreement concerning rates of pay, rules, and/or working conditions before January 1, 1975, except uniform notices served on railroads nationally by the Brotherhood of Railroad Signalmen in which event the parties agree to join in and be bound by any subsequent national settlement or settlements thereof.

1. In the event the Brotherhood of Railroad Signalmen negotiate a National Agreement which provides in whole or in part for insurance, health, welfare and/or pension benefits or in lieu thereof increases in rates of pay or changes in rules or working conditions, such National Agreement or portion thereof will not be applicable nor will it be placed in effect on the Union Railroad.

2. This Agreement will not prohibit the parties from negotiating agreements affecting local working conditions which are mutually acceptable.

3. The Company will extend to the employes represented by the Brotherhood of Railroad Signalmen any improvements made in its pension plan or program of insurance benefits that are extended to its other non-operating employes, maintaining the present three (3) month lag time.

4. This Agreement will remain in effect without change until January 1, 1975 and thereafter until changed or amended in accordance with the provisions of the Railway Labor Act, as amended.

5. In the event any improvements in the Pension and/or Insurance Plan are agreed upon pursuant to Item 3 above, the date January 1, 1975, wherever it appears in this Agreement shall be extended by the amount of elapsed time occurring between the date of this Agreement and the date of such subsequent agreement; improving such Pension and/or Insurance Plan.

(Signatures Omitted)

ATTACHMENT "A"

	Effective 7/1/69 Increases In Cents Per Hour	Rate	Effective 1/1/70 Increases In Cents Per Hour	Rate
Helper	$ .2250	$3.0230	$ .1558	$3.1788
Assistant Signalman	.2300	3.1532	.2503	3.4035
Signalman	.2450	3.3290	.4826	3.8116
Signalman (2nd & 3rd Turn)	.2500	3.4152	.4967	3.9119
Leading Signalman	.2600	3.5688	.5205	4.0893
Assistant Foreman	.2700	3.7472	.5503	4.2975
Electronic Signal Technician	.2700	3.7799	.5580	4.3379
Refrigerator Repairman	.2600	3.5688	.5205	4.0893

Pension Agreement — Effective July 1, 1970

1. Increase the $5.00 minimum to $6.50.
2. Eliminate $60 Social Security offset under 1% formula.
3. Change Rule of 75 to 70, retaining minimum age requirement of 55.
4. Make improvements in Items 1, 2 and 3 applicable July 1, 1970 to employes retired on or after June 30, 1969.
5. Survivor Benefit Provision—Effective July 1, 1970.

The Memorandum of Agreement to become effective July 31, 1969, between the United Steelworkers of America and the Bethlehem Steel Railroads outlining the changes to be made in the Pension Plan effective on those properties will be accepted with respect to changes to become effective in the Plan on the Union Railroad Company for employes represented by the Brotherhood of Railroad Signalmen.

The new Pension Agreement shall be concluded on or before May 31, 1970, and shall include the following termination provision:

"This Agreement shall become effective as of July 1, 1970, and will continue in effect without change or modification until 11:59 p.m., November 30, 1972, and shall remain in effect thereafter until revised or terminated in accordance with the Railway Labor Act, as amended, provided, however, that either party may, on 120 days written notice, served on or after August 3, 1972, terminate this agreement."

Note: The Company intends to increase in the second year the pension of those retired prior to June 30, 1970, by $10 per month.

PROGRAM OF INSURANCE BENEFITS

Effective the first (1st) day of the month subsequent to the date of this agreement:

a. Hospitalization Benefits—Increase the private room allowance to an amount equal to the hospital's most common charge for semi-private accommodations.

Effective July 1, 1971

b. Life Insurance—Increase life insurance prior to retirement by $1,000.00.

c. Major Medical Coverage:
Provide a Major Medical Program superimposed over the PIB Hospitalization and Physicians' Services Benefits paying 80% of covered medical costs not otherwise provided, including limited psychotherapeutic treatment and certain convalescent nursing home care, subject to a calendar year deductible of $50.00 for one covered individual but not more than $100.00 deductible per family, with a maximum of $10,000.00 in a calendar year and $20,000.00 lifetime.

d. Replace the existing termination Section 13 with the following:
"This agreement shall replace the insurance agreement dated August 19, 1968 between the parties hereto effective July 1, 1971 and will continue in effect without change or modification until 11:59 p.m. November 30, 1972 and shall remain in effect thereafter until revised or terminated in accordance with the Railway Labor Act, as amended."

Holidays

Rule 3½ covering holidays is revised to include the day before Christmas as an additional holiday effective December 1, 1970.

Payments to Employes Injured Under Certain Circumstances

Where employes sustain personal injuries or death under the conditions set forth in paragraph (a) below, the Carrier will provide and pay such employes, or their personal representative, the applicable amounts set forth in paragraph (b) below, subject to the provisions of other paragraphs in this attachment.

(a) *Covered Conditions:*
This attachment is intended to cover accidents involving employes covered by this agreement while such employes are riding in, boarding, or alighting from off-track vehicles authorized by the Carrier and are
(1) deadheading under orders or
(2) being transported at Carrier expense.

(b) *Payments to be Made:*
In the event that any one of the losses enumerated in subparagraphs (1), (2) and (3) below results from an injury sustained directly from an accident covered in paragraph (a) and independently of all other causes and such loss occurs or commences within the time limits set forth in subparagraphs (1), (2) and (3) below, the Carrier will provide, subject to the terms and conditions herein contained, and less any amounts payable under any other medical or insurance policy or plan paid for its entirety by the Carrier, the following benefits:

(1) Accidental Death or Dismemberment

The Carrier will provide for loss of life or dismemberment occurring within 120 days after date of an accident covered in paragraph (a):

Loss of Life	$100,000
Loss of Both Hands	100,000
Loss of Both Feet	100,000
Loss of Sight of Both Eyes	100,000
Loss of One Hand and One Foot	100,000
Loss of One Hand and Sight of One Eye	100,000
Loss of One Foot and Sight of One Eye	100,000
Loss of One Hand or One Foot or Sight of One Eye	50,000

"Loss" shall mean, with regard to hands and feet, dismemberment by severance through or above wrist or ankle joints; with regard to eyes, entire and irrecoverable loss of sight.

Not more than $100,000 will be paid under this paragraph to any one employe or his personal representative as a result of any one accident.

(2) Medical and Hospital Care

The Carrier will provide payment for the actual expense of medical and hospital care commencing within 120 days after an accident covered under paragraph (a) of injuries incurred as a result of such accident, subject to limitation of $3,000 for any employe for any one accident, less any amounts payable under any other medical or insurance policy or plan paid for in its entirety by the Carrier.

(3) Time Loss

The Carrier will provide an employe who is injured as a result of an accident covered under paragraph (a) hereof and who is unable to work as a result thereof commencing within 30 days after such accident 80% of the employe's basic full-time weekly compensation from the Carrier for time actually lost, subject to a maximum payment of $100.00 per week for time lost during a period of 156 continuous weeks following such accident provided, however, that such weekly payment shall be reduced by such amounts as the employe is entitled to receive as sickness benefits under provisions of the Railroad Unemployment Insurance Act.

(4) Aggregate Limit

The aggregate amount of payments to be made hereunder is limited to $1,000,000 for any one accident and the Carrier shall not be liable for any amount in excess of $1,000,000 for any one accident irrespective of the number of injuries or deaths which occur in or as a result of such accident. If the aggregate amount of payments otherwise payable hereunder exceeds the aggregate limit herein provided, the Carrier shall not be required to pay as respects each separate employe a greater proportion of such payments than the aggregate limit set forth herein bears to the aggregate amount of all such payments.

(c) Payment in Case of Accidental Death:

Payment of the applicable amount for accidental death shall be made to the employe's personal representative for the benefit of the persons designated in, and according to the apportionment required by the Federal Employers Liability Act (45 U.S.C. 51 et seq., as amended), or if no such person survives the employe, for the benefit of his estate.

(d) Exclusions:

Benefits provided under paragraph (b) shall not be able for or under any of the following conditions:

(1) Intentionally self-inflicted injuries, suicide or any attempt thereat, while sane or insane;

(2) Declared or undeclared war or any act thereof;

(3) Illness, disease, or any bacterial infection other than bacterial infection occurring in consequence of an accidental cut or wound;

(4) Accident occurring while the employe driver is under the influence of alcohol or drugs, or if an employe passenger who is under the influence of alcohol or drugs in any way contributes to the cause of the accident;

(5) While an employe is a driver or an occupant of any conveyance engaged in any race or speed test;

(6) While an employe is commuting to and/or from his residence or place of business.

(e) Offset:

It is intended that this attachment is to provide a guaranteed recovery by an employe or his personal representative under the circumstances described, and that receipt of payment thereunder shall not bar the employe or his personal representative from pursuing any remedy under the Federal Employers Liability Act or any other law; provided, however, that any amount received by such employe or his personal representative under this attachment may be applied as an offset by the railroad against any recovery so obtained.

(f) Subrogation:

The Carrier shall be subrogated to any right of recovery an employe or his personal representative may have against any party for loss to the extent that the Carrier has made payments pursuant to this attachment.

The payments provided for above will be made, as above provided, for covered accidents on or after July 1, 1969.

It is understood that no benefits or payments will be due or payable to any employe or his personal representative unless such employe, or his personal representative, as the case may be, stipulates as follows:

"In consideration of the payment of any of the benefits provided in Attachment "E" of the Agreement of April 21, 1969,

_____

(employe or personal representative)

agrees to be governed by all of the conditions and provisions said and set forth by Attachment "E"."

YOUR WASHINGTON Reporter

By Richard J. Calistri

PROSPECTS LOOK BRIGHTER now than ever before for enactment of a broad federal railroad safety law. Such laws already exist for airline safety and for common-carrier trucking safety. But railroaders have been left out.

For decades, rail labor's representatives in Washington have tried to get stronger safety laws. Every time they found the railroad lobby opposing them. Congress enacted only a few narrow piecemeal rail safety laws. Fully 95 percent of the causes of rail accidents were left outside the scope of federal safety regulation.

Rail union leaders refused to give up, however. They *couldn't* give up. Not when train accidents were increasing every year. Not when rail accidents were killing over 2,000 people a year and injuring over 20,000. Not when train wrecks were threatening more and more communities with disaster from fire and explosions.

In 1968, under the Johnson Administration, the Department of Transportation finally came forward with a proposal for Congress to enact a broad rail safety law. It was an inadequate bill. Rail labor urged that it be strengthened. The Association of American Railroads opposed the bill completely—and managed to kill action by Congress that year.

Early in 1969 both Sen. Vance Hartke (D., Ind.) and Rep. Harley Staggers (D., W. Va.) introduced strong railroad safety bills. Rail labor backed them 100 percent. The new Nixon Administration took a different tack. Transportation Secretary John Volpe appointed a "task force" to study the problem. This task force, headed by Federal Railroad Administrator Reginald Whitman, had members from rail labor, rail management and state regulatory commissions. It recommended a broad rail safety law.

Now Volpe and his aides have come forward with a new bill, known as S. 3061. It would authorize the Secretary of Transportation to prescribe such reasonable rules and standards as he found necessary for all areas of safety in railroad operations. Hearings have been held on the bill by a Senate subcommittee led by Sen. Hartke.

At those hearings the railroads' spokesman, President Thomas Goodfellow of the AAR, testified in favor of S. 3061—thus reversing the carriers' decades-long opposition to any broad rail safety legislation. This reversal, plus a growing public awareness and concern about the dangers from train accidents, are what brighten the outlook for rail safety legislation.

However, rail labor spokesmen warn that Volpe's bill, S. 3061, contains severe defects. Both Al Chesser, chairman of the Railway Labor Executives' Association safety committee and national legislative representative of the United Transportation Union, and William Skutt, assistant grand chief of the Locomotive Engineers, stressed this point in their testimony to the Hartke subcommittee.

Chesser and Skutt especially attacked a provision in S. 3061 that would repeal the existing federal rail safety statutes and make them into regulations that could be changed on order of the Secretary of Transportation

"If the Department of Transportation is sincere about safety," Chesser said, "why doesn't it act in the 95 percent area that hasn't been touched before it starts tampering with the 5 percent area already covered?"

"We're not completely satisfied with the bill," the RLEA spokesman added. "After our bitter hard fight over these many years to win some vestige of railroad safety for our members and the public, we're not about to agree to have any statutes repealed until we see some effective railroad safety legislation that works and reduces accidents."

Chesser and Skutt also urged that S. 3061 be strengthened in several other ways. So did consumer crusader Ralph Nader and a spokesman for the state regulatory commissions.

But the most important fact is that rail safety now looks to be an action subject for Congress. The year 1970 could bring a broad new rail safety law—at last.

* * *

"Business diversification as it has been adopted and is being considered by a large segment of the rail transportation industry is an alarming augury for the future."

That statement comes, not from some rail union leader, but from Robert S. Hamilton, vice president for marketing and planning of the Southern Railway. Addressing the Railroad Transportation Institute in Washington, Hamilton explained the reasons for his concern.

Purpose of a "conglomerate" corporation is to maximize profits for the whole combined empire, he noted. Thus, he said, management is likely to shift "more and more" of the conglomerate's capital to "non-transportation" sectors, where profits may be higher.

In the end, Hamilton warned, some conglomerates organized around railroads "may ease their 'aging parents' out of the door." This, he said, would raise the question of "whether ousted railroads are so drained of strength—so devitalized—that they cannot perform adequately as common carriers."

Those railroad presidents who have organized conglomerate-style holding companies—and there are more and more of them—claim, of course, that they intend to strengthen their railroads by doing this, not weaken them.

That claim begins to sound rather weak, however, when large amounts of cash are taken from the railroad company and used to buy outside enterprises, rather than ploughing the money back into more efficient, modernized railroad service.

For example, the Union Pacific recently agreed to pay $240 million

cash to buy two oil company subsidiaries of Celanese Corporation. One half of this sum is to be paid upon consummation of the transaction in early 1970, with the remainder payable in three equal yearly installments.

Presumably these new acquisitions will operate at a profit for Union Pacific Corporation, the UP's new congolmerate holding company. But the question remains: Wouldn't this $240 million be more appropriately invested to further improve the UP's own railroad service?

* * *

As many railroaders know, Uncle Sam's first Secretary of Transportation, a tall Floridian named Alan Boyd, has in 1969 become president of the Illinois Central. Boyd says he has great hopes for the future of railroading. But at a recent New York dinner he issued a warning.

"Success or failure of the industry," he said, "will be determined in the area where the bulk of the money spent for transportation is spent—the short haul market. And that is exactly the market that railroads, increasingly, are abandoning to the trucks."

Railroads should begin bucking harder for this market, Boyd urged. And that, he suggested, will require close labor-management cooperation—on such projects as "mini-trains."

Fortunately, Boyd said, there are some hopeful straws in the wind. "Rail Managements are getting better," he observed. "Union managements are also getting better."

YOUR MONEY'S WORTH
by Sidney Margolius
"TRUTH IN LENDING"
THIS NEW LAW WON'T HELP YOU UNLESS YOU MAKE IT WORK FOR YOU. ASK WHAT THE ANNUAL INTEREST RATE IS ON YOUR INSTALLMENT PURCHASE OR LOAN (AND CHECK THE CONTRACT FOR THIS INFORMATION BEFORE YOU SIGN IT). BUT THEN COMPARE THE ANNUAL INTEREST RATE (NOT JUST THE AMOUNT YOU PAY EACH MONTH) AMONG OTHER LENDERS AND SELLERS.
ANNUAL RATE?
EASY CREDIT
CASH IN HAND. OFTEN YOU MAY BE ABLE TO FINANCE FOR LESS BY BORROWING FROM A CREDIT UNION OR BANK, AND THEN MAKING YOUR PURCHASE FOR CASH.
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S APPAREL INSIST ON THE LABEL AT THE RIGHT. AT THE LEFT IS THE LABEL OF THE UNITED PAPER MAKERS AND PAPER WORKERS.
UNION MADE
ILGWU

Chamberlain Elected R.L.E.A. Chairman

C. J. CHAMBERLAIN, PRESident of the Brotherhood of Railroad Signalmen, was elected chairman of the Railway Labor Executives' Association on November 6. Mr. G. E. Leighty withdrew as chairman of the RLEA on November 5 as he no longer could serve since his organization (BRAC-TCU) was no longer affiliated with the RLEA.

On November 6, Mr. D. S. Beattie, executive secretary, announced that he would not be a candidate for re-election as executive secretary of the RLEA.

The following officers were elected for the ensuing three year term commencing January 1, 1970:

Chairman—C. J. Camberlain, President Bro. of Railroad Signalmen

Executive Secretary—J. Taylor Soop Int'l. Pres. Int'l. Bro. of Electrical Workers

Vice Chairman—J W. O'Brien, Vice Pres. Sheet Metal Workers' Int'l. Asso.

Upon his election as chairman, President C. J. Chamberlain, in a statement for the membership of the Brotherhood of Railroad Signalmen, said, "I consider it a great honor to have been elected to the position of chairman of the RLEA for the next three year period and while I recognize that the task will not be an easy one, I will do my best to fulfill my additional responsibilities in a manner which will be a credit to the Brotherhood of Railroad Signalmen.

"We in the Brotherhood of Railroad Signalmen can make an important contribution to the RLEA and the remaining affiliated organizations, and we respectfully request your continued cooperation in our endeavors."

Senate Committee Sidetracks H.R. 13300

THE SENATE RAILROAD RETirement Subcommittee voted to allow the supplemental pensions to continue through October 1971 on a reduced basis. The Senate Subcommittee headed by Senator Thomas Eagleton (D., Mo.) reportedly took its action by unanimous vote.

The sidetracking of the House Bill H.R. 13300 is a first round victory for the Signalmen and the other organizations opposed to this bill, as written.

The Railway Labor Executives' Association elected William Fredenberger, President of the Firemen and Oilers, Chairman of the RLEA Railroad Retirement Committee.

The revised bill now moves to the full Senate Committee on Labor and Public Welfare. At press time this committee had not reported any action taken on the subcommittee's report.

Fredenberger commenting on the subcommittee's action stated, "In effect the Senate Subcommittee seemed to say to the unions, and carriers, 'Go back and negotiate.' If this is true, then I'm in 100 percent accord." "Congress shouldn't be asked to make the agreement for us," Fredenberger said. "This is wrong, it negates collective bargaining. The responsibility rests on the shoulders of unions and management."

Saying he couldn't predict the attitude of the carriers, Fredenberger suggested that if the Senate Subcommittee action becomes law, the unions opposed to the House Bill, "will need to resume negotiations with the carriers at the earliest possible date."

On December 3, Fredenberger contacted J. P. Hiltz, Jr., Chairman of the National Railway Labor Conference, asking the Conference Committee to resume conferences on the Supplemental Pension on December 10.

President C. J. Chamberlain, urging defeat of H.R. 13300 has requested every member to write his respective Senator, requesting support of the report issued by the Senate Railroad Retirement Subcommittee on H.R. 13300.

New Training Agreement Signed By Long Island

THE BROTHERHOOD OF Railroad Signalmen and the Long Island Railroad have signed an agreement establishing a training program for signal and communication employes on that railroad.

The agreement was negotiated by General Chairman George C. McGough.

The provisions of this agreement and its accompanying administrative procedures apply to all present employes and all future employes filling positions in our craft.

Assistant Signalmen and Signal Helpers must participate in the programs. Other signal and communication employes may participate, if they so desire, subject to the same provisions established for helpers and assistant signalmen.

President C. J. Chamberlain stated that General Chairman McGough must be commended for his efforts to obtain this fine training agreement.

The agreement reads as follows:

Agreement entered into this 6th day of November, 1969, by and between the Long Island Rail Road Company and its employes represented by the Brotherhood of Railroad Signalmen.

It Is Agreed

Article I—Amendment to Rule 29

Rule 29 of the controlling agreement shall be amended to the extent set forth herein effective November 6, 1969.

Paragraph (a) 1. As assistant signalman failing to show sufficient aptitude to learn or refuses to accept training, will be returned to the position of signal helper, retaining his seniority rights only as a helper.

Article II

1. Effective November 5, 1969, the parties signatory to this agreement agree to establish a training program for employes of the Signalmen's Craft.

2. The schedule for the Signalmen Training Program is attached hereto marked Appendix A.

This agreement shall become effective as of the date specified herein and it shall remain in full force and effect until changed or modified in accordance with the provisions of the Railway Labor Act, as amended.

(signatures omitted)

PROGRAM:

Signal Maintainer Training.

OBJECTIVE:

To provide the theoretical and practical training that will enable Assistant Signalmen and Signalmen's Helpers to properly prepare for qualification as Signalmen; to upgrade the skill and knowledge of all signal and communications section employes to more adequately equip them for proper discharge of the duties of the positions covered by the scope of their craft.

CLASS SIZE:

Approximately ten (10) per class.

LENGTH OF PROGRAM:

Approximately 175 hours.

PARTICIPANTS:

Signal and Communication employes.

METHODOLOGY OF TRAINING:

Course content will, as far as practicable, be equally divided between theory and practical applications. Trainees will receive classroom instruction, field instruction and practice, and complete regularly assigned homework.

TOPICAL OUTLINE:

PHASE I Basic Electricity
PHASE II Railroad Applications
PHASE III Theory & Application of Signal Apparatus
PHASE IV Procedures & Practices
PHASE V Electronic Signal Applications

ADMINISTRATIVE PROCEDURES

I. The carrier will be responsible for developing and establishing all course content, materials, texts, training methods, number and length of sessions, sections and courses, choice of location, time of training classes and selection of instructors and other related training personnel.

II. The program, or any part thereof, may be modified at any time it becomes necessary or advisable to do so, by the carrier. However, trainees will not be adversely affected by modifications made in a section they are currently taking.

III. All training material to be supplied by the carrier at no cost to employes except that they will be responsible to exercise reasonable care with loaned equipment and materials.

IV. Certificates will be awarded to all trainees successfully completing an entire course.

V. Training will be available to all signal and communication section employes in accordance with priorities mandated by production, class space, and scheduling, as determined by the carrier.

VI. Sessions will be of about three (3) hours duration and will be conducted at least once each week. They will be scheduled after normal working hours of the individual trainees, but may, if circumstances permit and at the discretion of the carrier, be conducted during regular working hours.

VII. All trainees will be required to submit to regular examinations on course material covered in current sessions. In order to ensure impartial evaluation of trainees all exams will be written. The exams will, to the greatest extent possible, consist of other than essay type questions (multiple choice, matching, true-false, etc.). Passing grade on all examinations will be seventy per cent (70%).

VIII. Examinations will be given at the end of each section, but not less than once each month.

IX. Assistant Signalmen and Signalmen Helpers must participate in the programs, and successfully complete it, in order to be eligible for qualification as Signalman. Any such employes declining to participate will not be qualified as a Signalman unless they can pass (70%) examinations equivalent to those required by the program.

X. Other communication and signal employes may participate, if they so desire, subject to the same provisions established for Helpers and Assistant Signalmen.

XI. All participating employes will be compensated at the straight time rate of their position for all hours spent in training, outside of their regular tours of duty, based on successful completion of the training requirements.

XII. The examinations referred to articles VII and VIII will be the sole basis for determining successful completion. Employes failing to pass the examination for a section will not be compensated—in whole or in part—for the training hours spent in that section.

Such employes may, however, apply for reexamination prior to the thirty-first (31st) day following the initial examination and if able to pass this subsequent examination will then be compensated for the time spent in that section in accordance with Article XI. No employe will be afforded more than one (1) reexamination per section.

XIII. The provisions of article XII shall apply to all participants, whether such participation is mandatory or voluntary.

XIV. Employes failing to successfully complete a section will proceed to the next section taking it under the same provisions provided in Article XII.

XV. Most sections will contain advance reading material and limited supplemental assignments. All trainees are expected to come to class adequately prepared.

XVI. Successful completion of the entire course, except Phase V (Electronics), will result in qualification as a Signalman pending availability of a position as a Signalman.

XVII. Phase V (Electronics) will be available to all Communications and Signal employes on a voluntary participation basis, but subject to all other provisions of the foregoing procedures.

XVIII. Employes who feel that their abilities warrant it may apply for advanced standing, thereby eliminating the necessity of taking introductory sessions. Advanced standing will be granted only if the individual applying can demonstrate his ability to comprehend the content of the advanced section applied for by passing necessary examinations.

PHASE I

BASIC ELECTRICITY

Number of Sessions	Content
1	a) Electron Theory of Matter
	b) Definition of Terms
1	a) Basic Circuit Components
5	a) Ohms Law
	b) Basic Circuit Theory
2	a) Instruments & their Application
1	a) Review & Testing
10	

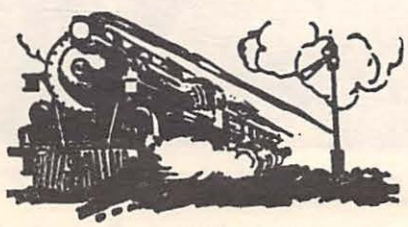
Approximately 30 hours

PHASE II

RAILROAD APPLICATIONS

Number of Sessions	Content
1	a) Railroad Operations
	b) Basic Signal Systems—Use & Development
1	a) Basic Track Circuits
10	a) Basic Signal Control
1	a) Controlled Manual Block Systems
2	a) Automatic Speed Control
	b) Automatic Block Systems
1	a) Interlockings
3	a) Traffic Control Systems
1	a) Review & Testing
20	

Approximately 60 hours



PHASE III

THEORY & APPLICATION OF SIGNAL APPARATUS

Number of Sessions	Content
1	a) Hand Operated Switch Machines
2	a) Electro-pneumatic Switch Machines
2	a) Electric Switch Machines
1	a) Interlocking Machines
3	a) Centralized Traffic Control Machines
1	a) Review & Testing
10	

Approximately 30 hours

PHASE IV

PROCEDURES & PRACTICES

Number of Sessions	Content
2	a) Standard Practices
	b) Maintenance Procedures
5	a) Emergency Procedures
	b) Trouble Shooting Techniques
1	a) Review & Testing
8	

Approximately 24 hours

PHASE V

ELECTRONIC SIGNAL APPLICATIONS

Number of Sessions	Content
5	a) Basic Electronics
2	a) A.F.O. Line & Track Circuits
2	a) Frequency Shift Control Systems
1	a) Review & Testing
10	

Approximately 30 hours

C. J. Chamberlain Reviews Past Two Years And Future B of R S Plans With Editors

IN AN EXCLUSIVE INTERview with Gus Welty, senior editor, Railway Age and Bob McKnight, editor, Railway Signaling & Communications, C. J. Chamberlain reviewed the accomplishments of the past two years and discussed the Brotherhood's plans for the future. He explained the facts of our recent wage negotiations, the lack of across-the-table bargaining, and the recognition of skill differential pay.

President Chamberlain also revealed that in addition to proposing new wage rates in a Section 6 Notice to the Carriers, the Signalmen may issue a notice after the first of the year calling for nationwide training.

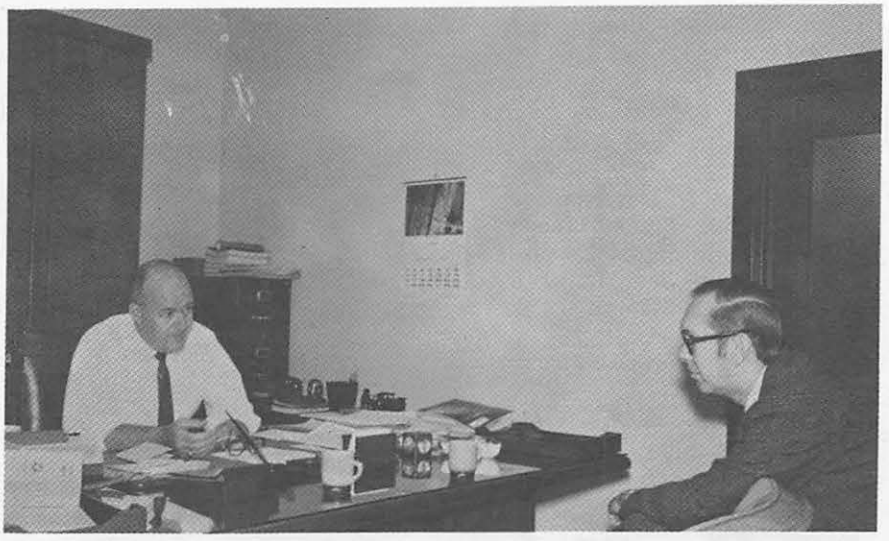
With Bob McKnight doing the questioning, the interview went as follows:

Q. What has been the response to your latest Section 6 notice to the railroads?

A. Conferences have been concluded on the properties between our general chairmen and the railroads' representatives. Since then, the carriers have served additional counter-proposals to supplement their original proposals. Conferences will now be held on those additional proposals and we anticipate that this will be referred to us for national handling. The response that our general chairmen received from the carriers is typical of the response we've received from them for many years—there are no serious negotiations. Each side reads its notice, and they agree that they will be referred to their respective committees, and that's all. It's strictly a formality. None of the general chairmen have reported to me that the carriers have said "it's ridiculous" as yet.

Q. How do you think you're going to come out on this latest wage notice? Are you going to come up to a screeching halt as on the last one, and your people threaten to walk off the job, or do you see a change in attitude?

A. Unless there has been a drastic change in policy in the thinking of the National Railway Labor Conference, I would predict we are going to be confronted with the same type of situation, because we are very determined, as we told Mr. Hiltz and the railroads the last time. It is kind of disheartening when you realize that we had about six hours of actual across-the-table negotiations over a period of 13 months. There was no face-to-face meeting with the carriers during the mediation process, not one. This is not the way to do business. The railroads know they have to negotiate with us, they might as well get to it. Why wait until the final day when you have to put a shotgun up to their heads?



C. J. Chamberlain, left, and Gus Welty, senior editor of "Railway Age" discuss the many issues that the Signalmen face in the coming year.

Q. Do signal engineers sit in on these meetings with you?

A. No sir! The signal engineers do not, and we think it is most unfortunate. During the emergency board proceedings, they are there to testify, but not during the negotiations on the national level. The signal engineers may be somewhere behind the scenes, but we have never seen them.

Q. The way it looks to you now, does any one of the organizations seem to be out ahead in arriving at a settlement which will hereafter be referred to as the pattern?

A. Well, I don't know. I'm not so sure that as a result of what happened the last time any of them are too anxious to be out first.

Q. The last time it was the clerks, I believe?

A. Yes, they did reach an agreement in a relatively short time. And this set the stage for some of the other ones. But the pattern doesn't recognize the problems of a particular craft. That is something Mr. Hiltz has got to recognize. Pattern may be all right for some organizations, but it certainly is not acceptable to the Brotherhood of Railroad Signalmen because we do have particular problems.

Q. Would you rather negotiate on a railroad-by-railroad basis rather than on a national basis?

A. It makes no difference to us, but because of the fact that we have contracts on practically all U.S. railroads, we believe it is to our advantage and to the advantage of the industry to negotiate on a national basis.

Q. What I was thinking is that the conditions or ability to pay would be better on a large railroad than on a small road.

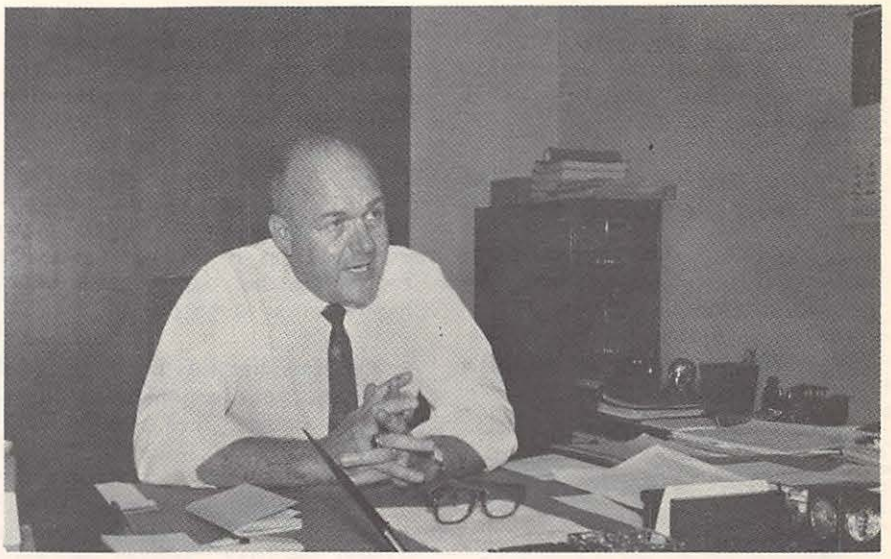
A. I think that you'll find reluctance on the part of an individual railroad to set the pace in these negotiations regardless of ability to pay.

Q. Speaking of negotiations, I've had some signal engineers say that they support the BofRS wage demands and differentials for skills. But when asked to make their views known to the personnel or labor relations officers, they say: "it is not my province to negotiate labor agreements." Is there any way to get these signal engineers to help?

A. I heard a signal engineer at a Sectional meeting say: "I don't think we are being truthful to our management, because when we prepare our budgets we're not actually telling them what it's really going to cost to operate and maintain a first class signal department." The tendency on the part of most of them is to shade or trim the budget. I think railroad management wants to know what it is going to take to have a first class signal department that is going to permit them to move traffic in a safe and expeditious manner. Management wants to know, and I think it is the responsibility of signal engineers to tell them, just exactly what it takes to do that. It's going to cost some money, but once you get your maintenance and installation forces established, they make a large contribution toward making railroads a competitive form of transportation, second to none. But why signal engineers don't speak up, I don't know. Maybe they are afraid of their jobs. They are not organized. Maybe our next endeavor should be to organize the signal engineers and speak for them.

Q. There are some exceptions, for instance, in negotiating training agreements, signal engineers are speaking up. Do you find signal engineers helping you or introducing you to the personnel or training officers on railroads? Do the signal engineers invite you to go in with them to talk about training?

A. In talking about training, our general chairmen deal with the personnel people. We want the signal engineers in there so we can intelligently discuss training. Generally personnel people don't know much about signal training programs. The Santa Fe is a good example of cooperation of all concerned. We had the top officers of the Communications and Signal Department meet with our Vice President and general chairman and the personnel people. Because of this cooperation, we were able to reach an agreement. Generally, signal engineers don't invite us in to talk about training. We have to take the initiative in almost every case.



We have a selling job to do with the general public, and unfortunately we have a job to sell the railroad industry too.

Q. On how many roads do you have training agreements?

A. We have training agreements with the Canadian National, Santa Fe and Southern Pacific.

Q. Do you have an agreement with the Long Island?

A. A school is in operation, and our general chairman is one of the instructors. We have just signed an agreement with the Long Island.

Q. Along the same line, do you have agreements on job qualification—that is, if a man passes tests, he is able to be promoted to a higher job classification and increased pay?

A. This job qualification is an exception, rather than the rule. We do have some agreements covering job qualifications for electronic technician positions. The agreements provide that they must have a second class (or better) Federal Communications Commission radio-telephone license, and pass certain tests that are prepared by the signal engineer and the general chairman. If they pass the tests, then they are qualified for those electronic positions. We go along with this, because we want the right people on these jobs.

Q. Then training and job qualification is really an exception, as far as the total number of roads involved? Do you see any change in this?

A. Yes. I think that the last Communication & Signal Section meeting (in Montreal) indicated to us that there is a definite desire on the part of some of the railroads at least to get into training. We certainly are going to do everything we can, perhaps even on a national basis, to do something about training on all the railroads. We always point to the Canadian National as the ultimate in a training program. We think this is one of the finest training programs that could ever be adopted on any railroad. If it can be done in Canada on the C.N., then there is no reason why it cannot be accomplished on every railroad in the United States. It should be done, and it has to be done if the railroads are ever going to keep qualified personnel.

Q. Do you have in mind something in the nature of a formal apprenticeship program?

A. We're in the process now of working up a request that we'll be serving nationally, requesting the carriers to get into the

problem of training. We'd do it on any road that we could, but we think it is of national importance. This is one of the next things that we are going to do.

Q. Do you have any specific proposals in the notice?

A. Yes, but our present plans have not been finalized. We are working on this.

Q. Will you serve it within a couple of months?

A. The timetable has not been set, but it will be sometime after the first of the year.

Q. Concerning training, you have probably heard the charge, "the union wants everything from the railroad. The railroad is to provide the facilities and instructors, pay for the training, train the men on company time and pay them for any travel and subsistence." What is the BofRS position on this?

A. We are not being unreasonable. The telephone and other industries train men on company time. They send men to school, pay their wages and subsistence. You can't train a person and at the same time require him to dig a ditch. A man can't look over his shoulder while digging and look into a relay case to see what is there.

Q. Do you see any improvement in the shortage of signalmen? Is the shortage going to continue? Do you think the impetus by the Federal government in the safety area can be of help in providing more signalmen?

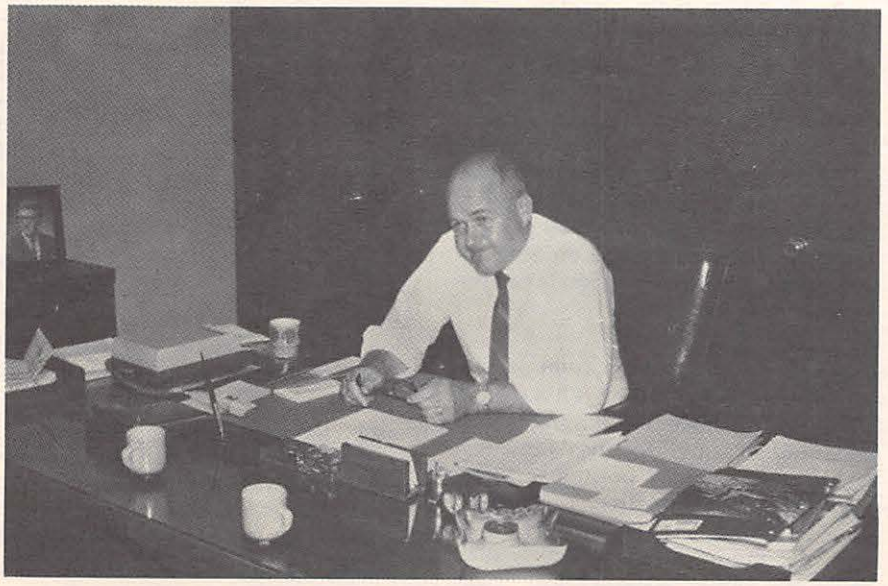
A. The situation must improve because now it is at the bottom. It has only one direction to go, and that is up, because every railroad in the country has a backlog of work to be done.

Q. How has this been reflected in your organization membership figures since 1960?

A. Well, let's look at it from the standpoint of history. At our peak membership in the BofRS was 17,500 in 1952. Today, we have about 13,500 with vacancies on every railroad in the country. And if they had the forces that they need, our membership would go up. The potential is there to go up, not down. Railroads can't survive with fewer signalmen than they have in their present forces, they need more.

Q. Then you've done considerably better proportionally than maintenance of way?

A. That is correct. As an example, take an interlocking plant, say a mechanical plant, that requires 24 hours a day coverage. That means three employes around the clock plus a relief man. Now that plant is completely automated, made into an automatic interlocking, with nobody there. The payroll costs which have been eliminated result in a great savings to the carrier. The loss of jobs by automation has certainly hurt some labor organizations, but for our organization it generally results in another device for us to maintain. Another example is the Chicago & North Western crossing protection situation in 1956. C&NW had an annual payroll for crossing watchmen of $2 million. They called us in and asked us to sit down and help them expedite a crossing protection installation program. Management estimated that for $4 million it could completely automate all the manually protected highway grade crossings on its system lines. We were asked to temporarily relax some of our rules to permit them to take employes from the seniority districts where they didn't have too much work and bring them in to the Chicago metropolitan area. We made a term agreement for a year which benefited both sides and as a result the railroad was able to expedite the installations of the new crossing protection equipment. Again, the installation of the hundreds of automatic crossing protection resulted in many more devices for our members to maintain. While we benefited, maintenance of way lost many hundreds of people who were crossing watchmen. Proportionately, we have not suffered the employment decline that other organizations have, in fact, I think if the railroads are going to stay in business our membership will go up and exceed the peak that we had. That is the way it has to be.



It is kind of disheartening when you realize that we had about six hours of actual across-the-table negotiations over a period of 13 months.

Q. Are you working with any other railroads on similar special situations?

A. Yes, in just the last month on the Illinois Central. They requested that we consider establishing a system gang which would give them a mobile force of qualified people to take all over the railroad. Of course, we have divisional seniority districts on that railroad. They were willing to negotiate and we were successful in negotiating acceptable conditions for establishing positions on a system gang. We received rates of pay 15% above the current rates for the people on that particular system gang.

Q. Is this to be an installation crew or a maintenance crew?

A. An installation crew, primarily. We think this is a good agreement, because it certainly recognizes that our people are entitled to higher rates of pay. We also recognize that the carriers do have a problem regarding the flexibility of their construction forces and certainly the agreement negotiated by our representatives and management on that property indicates what can be done when both sides sit down and engage in sincere negotiations.

Q. Wouldn't this possibly be a forerunner to solving this crossing protection installation problem, such as you did on the C&NW? A road could build up an installation crew for crossing protection equipment and help cut the backlog in this area.

A. That's right. If a particular railroad is desirous of entering into sincere negotiations with our representatives on this or any other matter we are ready to talk with them. This is not to say, we are going to give away the rule book. Surely, to get an agreement requires dialogue between the parties. That is the key to the whole thing. Unfortunately, dialogue in the industry today is the exception rather than the rule.

Q. Speaking of work that belongs to you, what is the situation with respect to automatic car identification?

A. In our maintenance structure in the industry our members are set up in maintenance territories. Such a set up provides a carrier with the best means of providing a force of qualified employes to handle ACI equipment. We filed notices on this over a year ago. First of all, our men are qualified. It is our understanding that the carriers can purchase ACI equipment outright or they can lease it. Whether the ACI equipment is purchased or leased, signalmen, because of their qualifications, subject-to-call rules and their close proximity to all installations by maintenance territories, unquestionably must be utilized by the carrier if the system is to be efficiently and effectively operated.

Q. In line with this discussion of skills, signalmen have been called composite mechanics. I wonder if some of the railroads realize that if they didn't have a signalman's craft, how many crafts it would take to maintain a signal system? They might need pipefitters, sheet metal workers, carpenters, masons, bricklayers, welders, electricians, electronic maintainers and laborers.

A. Signalmen are truly composite mechanics. They can do just about everything. They are the first ones the carriers call regardless of the trouble. They know they can reach a signalman because he has to register with the carrier where he can be reached. He is called for just about anything.

Q. This whole business of compulsory retirement kind of puzzles me. It seems to me a little odd—on one hand the labor movement generally is for the shorter work day, the shorter work week, we've got all this emphasis on leisure time. It would seem logical to me that the organizations would want retirement at 65 or even 60?

A. We are not opposed to compulsory retirement as such. What we are opposed to and what the organizations opposing House Bill 13300 object to, is retirement being imposed by legislation. Now maybe, someplace down the road, we will negotiate an agreement through the collective bargaining process with the carriers providing for compulsory retirement. If our members want that, and they indicate to us that they want that, certainly it will be an item for discussion and possible agreement by collective bargaining, but not through the legislative route. In our organization, we have three retirement agreements in effect right now covering 330 members out of our 13,500. Our 1967 convention in considering compulsory retirement proposals took no action. They did not endorse it, so our delegates have told us to lay off compulsory retirement. Congress has no right to invade the collective bargaining field, which they are doing now through House Bill 13300. If our delegates and membership tell us to get that type of agreement, we would do our best to obtain it, however, when that happens it will be as a result of a signed agreement across the bargaining table.

Q. Unlike at least one other organization, I imagine that you'll not be hurt too much by immediate retirements by a great number of people, if retirements were compulsory at 65?

A. I think in our last wage case we found that the average age of our membership was 42. I think that you will find that there are quite a number of signal employes within retirement range or who will be there shortly. I think we would be affected, as these are key people who have all the knowledge that goes toward making a good signal maintainer. With respect to our craft I think compulsory retirement would be harmful to the industry, because of the large shortage of skilled signalmen right now on every railroad in the country.

Q. Would this update signal equipment on some of the railroads because there would be no one to maintain some of the old equipment, say a mechanical interlocking?

A. That is correct. As an example cutting locking on a mechanical plant requires a great deal of skill and not too many employes in the industry today have had the opportunity to acquire this skill because mechanical interlocking plants are rapidly disappearing from the scene. Generally speaking, I would venture to say that there are not too many locking cutting experts employed in the industry today. Contrary to what Mr. Hiltz (chairman, National Railway Labor Conference) says that there is nothing to these mechanical plants—just throwing a lever back and forth—there is a lot more than just what appears on the surface.

Q. I take it then that you feel there is a selling job to get others to recognize the skills required of signalmen?

A. Right. You walk up to the average man on the street and ask him what a signalman does, and he will likely say he is a man who stands at a crossing waving a lantern or a stop banner. We have a selling job to do with the general public, and unfortunately we have to sell the railroad industry too. Not all of it, but top management that we deal with on the national level. We are going to keep plugging away until we get recognition

of the fact that we do have a skill and are entitled to commensurate rates of pay for the important part we play in making the railroads a competitive form of transportation which is so essential to the economy and welfare of the United States and Canada. It is going to be a long haul, but I'm a firm believer in the potential of the railroad industry. I believe that mass transportation is the only answer. The answer is not building more expressways as the costs are prohibitive and the land can be used to better advantage for the benefit of our expanding economy. It took 12 years to build the Kennedy Expressway in Chicago, and the day they opened it up, it was taxed to capacity. The railroads are here, they have the physical plant to do the job. All that is required is an aggressive management who believes in the potential of the industry and is determined to do something about it.

Q. Do you see any general improvement in the management side or in the signal engineer's office in this general area of understanding? Do you see some of the bright young lads moving into positions of responsibility?

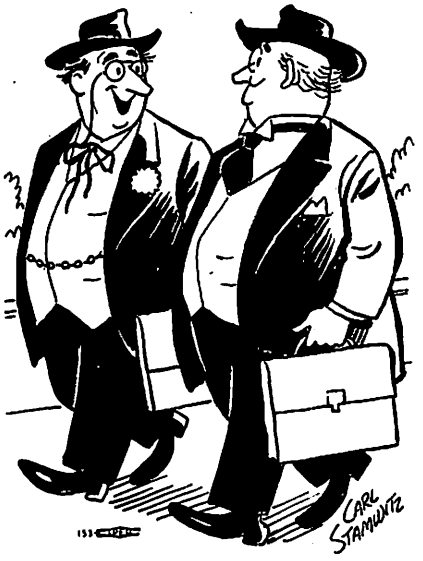
A. Yes. I go to a Communication & Signal Section meeting and I see people who are former members of our organization who have moved into management positions in C. & S. departments on the railroads. It is good that the industry is recognizing the great potential in the younger men. Some of our members, many who were local officers of our organization, are now officers of the railways and I think I know these people well enough to say that they have similar beliefs as ours and, subject to limitations that they have because they are working on the other side of the table, they are going to do everything they can to improve the situation.

Q. I don't believe there's too much any more of the carrier promoting the union officer into a management job just to get him out of the union?

A. No, I don't think so. I think they are promoting these people because of their ability and their knowledge. Of course, we have mixed emotions about such promotions for selfish reasons as we hate to lose good local and general committee officers, however, we are glad when these fellows can improve themselves. If we could only get practical men with signal experience and background who know our problems on the other side of the bargaining table, talking to us and if top management would listen to these people, I think the situation would be improved tremendously. Unfortunately that is not being done now except in emergency board proceedings and then it is only for the primary purpose of requiring them to play the role of a hatchet man to downgrade the craft. In our recent wage movement, it was quite apparent to us that the top negotiators for the industry were having a difficult time getting witnesses to take on this undesirable role because those who were called on to testify *did not* make any statements that were designed to mis-represent the truth about the skilled signal employe and his craft. I'm sure that there are those both in the industry and outside the industry who are looking at our organization with a kind of wondering eye as to what we have in our minds and how determined we are. You know, some people think that we are blowing a lot of smoke, but that is not the case as the future will bear out.

Q. If you will for a couple of minutes, philosophize on the new Railway Labor Executives' Association and its new chairman, and what he has in mind for it?

A. I'll say this, regardless of what happens the withdrawal of two or three unions will not mean the end of the RLEA. The organizations that are still in the Association will keep it in business, and it will be an effective organization. With respect to the financial aspect of it, certainly when you take out a group that makes a substantial financial contribution to the operation, you are going to be affected. However, with the determination, desire and dedication of the officers of the organizations that remain in the RLEA to do a job, I have no fear about RLEA being an effective organization. It may be even more effective than it was in the past. Mr. Leighty (president of the Transportation Communications Union) was chairman for a number of years, and he did a tremendous job. I do not think the capabilities, talents and resources of all the organizations within that Association were utilized to their fullest extent. That will be done in the future because every organization that is affiliated can and will make a contribution. What has happened in the past, I suppose, has come about because some were willing to just sit by and let "George" do it. We would look upon the RLEA operation the same as we do upon our own organization. Ours is a small organization, one of the smaller ones, but all the officers are really "working" officers. They are full time people, and they do that little bit extra that makes for an effective organization. We certainly have no fear about the future operation of RLEA. We are going through a period of a generation change in the railroad labor family. The younger fellows are becoming officers. They are a more militant group, there is no question about it. There are going to be differences of opinion during this transition period between some of the older ones and some of the younger ones. However, the differences are not so great as to be fatal to railroad labor. I am very optimistic. Naturally I don't like to see any organizations leaving RLEA, but that is their decision to make, and they are certainly free to do so. Such action certainly is not going to spell the end of RLEA.



"I appreciate your vote for my special interests appropriation, Senator. Thanks a hundred million!"

news from Canada

Statement By Donald MacDonald, President Of The Canadian Labour Congress

THE NEED FOR A DRASTIC reform in our Canadian tax structure has long been apparent. The Canadian Labour Congress heartily endorsed the appointment of the Royal Commission on Taxation in 1962, the chairman of which was the late Mr. Kenneth Carter, to inquire into our tax structure to determine how it could be made more equitable for Canadian taxpayers. The Congress endorsed in general the proposals of that Commission, which in effect would make our tax structure more equitable by compelling people with higher incomes to pay a larger share of taxes than persons having lower incomes. For too long, as the government's White Paper admits, under our tax structure "many of the wealthy in our society have benefitted unduly." The well-known fact of the matter is that too many people have been able, under our present taxation system, to acquire various forms of income which have either not been subject to any income tax or not subject to the same income tax rates to which the average Canadian wage and salary earner's income is subject. This has resulted in the country's total tax burden being distributed in a grossly unfair manner. The Carter Commission fully recognized this fact, and made a major contribution in suggesting ways and means for rectifying this unfairness.

While the government's White Paper in principle has recognized the inequitable nature of our tax system and is proposing some modifications of existing inequities, it has stopped far short of recommending what we believe should have been a drastic reform in Canadian taxation. No change, for example, has been proposed in the hidden 12 percent federal sales tax, which is imposed at the manufacturers' level. By the time this tax, which is levied on almost all goods except food, is paid by the consumer it has pyramided beyond the original 12 percent. It is paid by rich and poor alike, thus negating the principle of "ability to pay," and is consequently one of the most regressive taxes in our entire tax system. We cannot help but be disappointed that after years of study leading to the publication of this important tax document, the government has given no evidence that it intends to make this tax more equitable.

While the suggested improvements in the personal income tax would lead to the elimination or reduction of taxes in the lower income brackets, the fact is that these tax savings are extremely small. The largest tax saving of $127 for a married taxpayer with two dependent children, with gross income of $4,000, is less than $2.50 per week. For other taxpayers in the same category earning under $8,000, the tax saving is even less. This can hardly be called a sweeping shift toward a more progressive personal income tax structure.

Equally difficult to understand is why this White Paper proposes new tax increases for those in the $10,000 to $15,000 income brackets but fails to provide for proportionate tax increases for those with higher incomes. On the contrary, a taxpayer who receives $30,000 a year will pay an increase of $35 as against an increase of $177 for the taxpayer who earns $15,000.

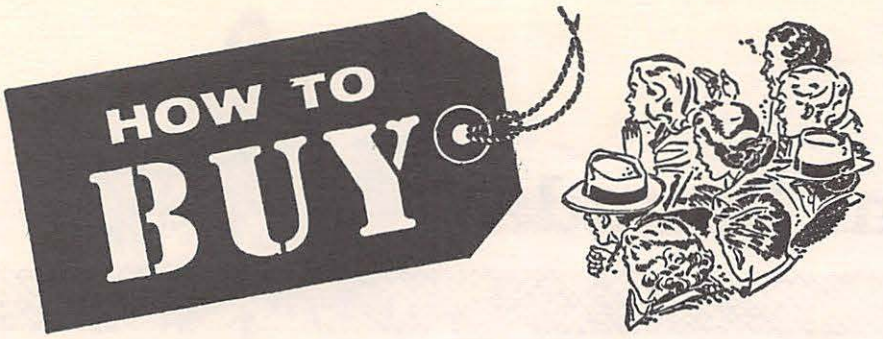
For those with incomes over $50,000, there are actual tax reductions, including a tax reduction of $5,423 for those with gross incomes of $100,000. This latter reduction results from the change in the tax rate on this bracket. The government's explanation for this reduction is that by the time the reduction of top rates comes into effect persons with incomes in these brackets can normally be expected to have larger amounts subject to tax because of the inclusion of capital gains.

We welcome the proposal of the government to include capital gains for income tax purposes. There are many persons in Canada who derive their incomes from making large capital gains in the stock market and in real estate who at present are not subject to any form of tax. This practice has been one of the most unjust features of our tax system. But it is difficult to ascertain how effective this tax will be in bringing about any significant degree of equity in our tax system. For example, it is hardly equitable that only one-half of capital gains made on publicly held shares is to be taxed.

The proposed 3 percent deduction with a maximum of $150 for employment expenses falls short of what is required by many categories of workers whose outlay is much greater for such items as special clothing and replacement of tools. The Carter Commission recommended a $500 maximum deduction.

We recommend the government for recognizing the special status of working parents in permitting them to deduct child care expenses.

There are many other aspects of the White Paper's proposals which need very careful study in the months ahead on which the Canadian Labour Congress will declare itself. We welcome the suggestion by the government that it will hold public hearings on this document in the near future.



By SIDNEY MARGOLIUS, for The Signalman's Journal

RETIRED PEOPLE ARE GOing to be hit again by increases in both Medicare doctor-bill insurance and the "deductible" they pay for hospital care. This will be the third rise in Medicare's three and a half years of existence.

The increases will be a blow to older people already besieged by living costs hikes. The Medicare fee for Part B doctor insurance is expected to rise about $5.20 a month ($10.40 for a couple) on July 1, 1970. The present rate is $4.00. The rate when Medicare went into effect in 1966 was $3.00. The jump from $3.00 to $5.20 is an increase of 73 percent.

Beneficiaries who have to go to a hospital also will find they have to pay more. Medicare Part A now pays all but the first $44 of the hospital bill in each spell of illness. This is called the "deductible" and represents the average cost of one day in the hospital. Beginning January 1, the "deductible" jumps to $52. The new charge is an increase of 30 percent from the original $40 "deductible."

Moreover, beneficiaries hospitalized more than 60 days will have to pay $13 a day for the 61st through 90th day, up from the present $11 and the original $10. Those who need post-hospital 'extended care' of over 20 days will have to pay $6.50 a day, up from the present $5.50 and original $5.00.

Behind the sharp increases is a scandalous loophole in the Medicare law which has permitted the doctors themselves to be the judge and jury of what are "reasonable and prevailing" fees.

The way Congress set up the Medicare Part B doctor-bill insurance, after the first $50 a year of doctor bills Medicare will pay 80 percent of so-called "reasonable" or "prevailing" charges.

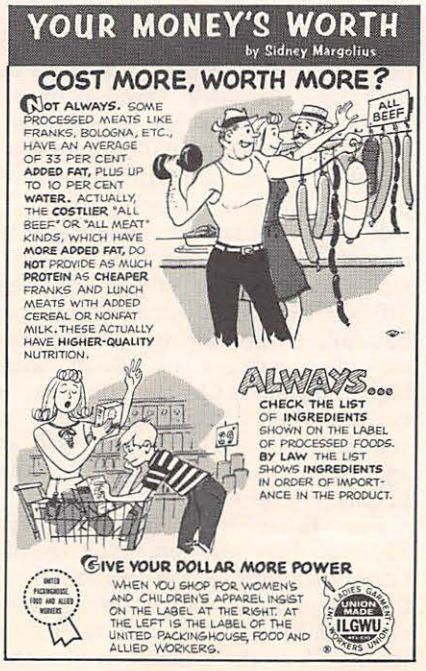
But at the same time the law established intermediaries, called "carriers," who handle the bills for the Government, and decide what is "reasonable" or "prevailing." The carriers in most states are the Blue Shield organizations.

That's the joker. Blue Shield is the creature of the local doctors. They organized and operate the various Blue Shield plans.

They have been noticeably generous to themselves. In the six months before Medicare went into effect, doctors started raising rates to older patients. They claimed that in many cases they had been giving them special low rates.

Thus, when Medicare did become effective, the "prevailing" rates in various parts of the country already were at a higher level.

But the doctors did not stop there. Successive fee hikes kept pushing up the "prevailing rates" in various regions.


YOUR MONEY'S WORTH
by Sidney Margolius
COST MORE, WORTH MORE?
NOT ALWAYS. SOME PROCESSED MEATS LIKE FRANKS, BOLOGNA, ETC., HAVE AN AVERAGE OF 33 PER CENT ADDED FAT, PLUS UP TO 10 PER CENT WATER. ACTUALLY, THE COSTLIER "ALL BEEF" OR "ALL MEAT" KINDS, WHICH HAVE MORE ADDED FAT, DO NOT PROVIDE AS MUCH PROTEIN AS CHEAPER FRANKS AND LUNCH MEATS WITH ADDED CEREAL OR NONFAT MILK. THESE ACTUALLY HAVE HIGHER-QUALITY NUTRITION.
ALL BEEF
ALWAYS...
CHECK THE LIST OF INGREDIENTS SHOWN ON THE LABEL OF PROCESSED FOODS. BY LAW THE LIST SHOWS INGREDIENTS IN ORDER OF IMPORTANCE IN THE PRODUCT.
GIVE YOUR DOLLAR MORE POWER
WHEN YOU SHOP FOR WOMEN'S AND CHILDREN'S APPAREL INSIST ON THE LABEL AT THE RIGHT. AT THE LEFT IS THE LABEL OF THE UNITED PACKINGHOUSE, FOOD AND ALLIED WORKERS.
UNION MADE
ILGWU

The proof of the pudding is that under Medicare, doctor fees for older people, as gauged by the Medicare Part B rates, have gone up far more than for the population as a whole.

For the population as a whole, as shown by Bureau of Labor Statistics data, doctor fees went up just 22 percent in a little over three years since the spring of 1966. But the pending new rate for Medicare doctor-bill insurance represents an increase of 73 percent.

This also is far greater than the 20 percent national average increase in dentist fees in that period of approximately three years, and even the 61 percent jump in hospital charges.

The rise in doctor fees hits Medicare beneficiaries in another way. In addition to paying a higher premium for the insurance, they also have to pay more for the coinsurance on Part B. The law requires the beneficiary to pay 20 percent of the bill, and Medicare pays the rest (if the bill is considered reasonable).

But 20 percent of a $6.00 charge for an office visit is only $1.20. When the charge goes up to $10, the patient now pays $2.00. Similarly, 20 percent of a $200 bill for a cataract operation is $40. When the prevailing fee rises to $300, the patient pays $60 as his share.

At first the government tended to handle the doctors with kid gloves. For one reason, the government has been anxious to get doctors to accept "assignments" of claims for reimbursement rather than make the patient pay and do his own collecting. The doctor has the choice of billing the government or the patient.

For another reason, Congress, in its infinite lack of wisdom, in passing Medicare had stressed that there was to be a minimum amount of supervision by the government and the maximum use of "third parties" to determine the rates of payment and handle the bills.

The flaw has been that the "third party" supposed to supervise the rates turns out to be the providers of the services themselves, the doctors, through Blue Shield.

Now both Congress and the Administration have become alarmed at the extent of the increases in fees. Both the Senate Finance Com-

mittee and Senator Harrison Williams (D., N.J.), chairman of the Senate Committee on the Aging, voiced concern. Last year the Administration wrote to doctors all over the country urging restraint. It also instructed the intermediaries not to raise the prevailing range in their regions without prior approval. In fact, no such approval has been granted in any region since last February.

The Administration at least has been successful in getting more doctors to accept assignments from patients, rather than making them pay and collecting on their own. Note that a doctor can charge any fee he wants. He doesn't have to accept the Medicare rate. Two years ago only about 50 percent of doctors accepted assignments, which would also require them to accept the prevailing rate. Now, about 69 percent do. It must be said, of course, that it is easier to get doctors to accept assignments when the prevailing rates on which their payments will be based, are much higher.

Thus, while all retirees now will pay more, at least there should be fewer instances of very high charges by doctors who refuse to accept assignments. For example, New York State Senator Seymour Thaler last year reported such instances as a $1,000 fee for a prostate operation. The usual and customary fee was $300. So the patient has to pay $60 as his 20 percent of the allowed reimbursement, plus the additional $700 that the doctor charged, or a total of $760.

Our advice is to continue in Medicare Part B even at the higher rates. The solution to restraining any further fee increases now is up to the Administration and Congress. Even if inflated, half the actual cost of providing this insurance is paid by the government. The Part B insurance at least still is a protection against very expensive medical disasters.

Signalmen Respond To Call For Help

IN THE SEPTEMBER ISSUE OF THE SIGNALMAN'S JOURNAL we reported on a member of Local 50 who needed help.

Brother Charles E. Barnett, a signal maintainer at Columbia, Penna., has not worked since December 31, 1968 because of a serious kidney ailment. Having only one kidney, and this one diseased and unable to eliminate poison from his blood, it is necessary that he receive treatment twice a week on an artificial kidney machine.

Local 50, wanting to help their brother, set up a trust fund hoping to raise enough money to buy an artificial kidney machine for Brother Barnett's home. The Local asked the Signalman's Journal to help in bringing this story to every member of the Brotherhood.

It is with great pride that the Journal can report that on October 24, Local Chairman B. E. Britcher reported the balance of the Trust Fund was up to $4,031.13 and giving all indications of continued growth. Brother Britcher reported the response from our members was very good and contributions were received from California, Texas, Wisconsin, Michigan, Alabama, Florida, Arizona and other states across the country.

Brother Britcher stated, "It is very good to know that we belong to an organization whose members care about a brother in need and for this we are grateful."

Of course this is something we at Grand Lodge Headquarters have known for many years. Signalmen can rise to any call or need at any time and this is what makes us something unique. With this in mind and with the joyous season of Christmas approaching we ask every member to join in making Brother Barnett's Christmas as happy as ours by making a small contribution. If you have already made one, thank you in behalf of Brother Barnett, his family and the members of Local 50. If, for some reason you missed this worthy cause, now is the time.

Local Chairman Britcher will report to the Journal when the artificial kidney machine is placed in Brother Barnett's home and the final balance of the trust fund. If you as a signalman want the true spirit of Christmas, join in making this fund meet all of Brother Barnett's needs.

The Journal wishes a Merry Christmas and a Happy New Year to all, on behalf of Brother Barnett and his family.

Contributions may be sent to the following address:

Charles Barnett Fund
c/o Lancaster Co. Farmers National Bank
P. O. Box 229
Columbia, Pennsylvania 17512

Too Busy to Attend Your Union Meeting?

THE UNION needs you. You need the union to voice your opinions on the most important matters that affect you and your family—today, tomorrow, ten years from now. To do this the union needs to know first what your opinions are.

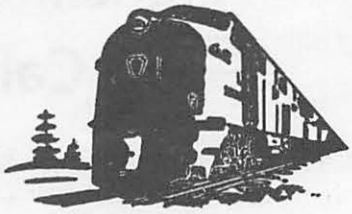
TOO BUSY? Well, next time you're just passing time watching TV, working crossword puzzles, or rehashing last week's ball game, remember: if you don't let your union know what you think, you have to let it think for you.

THE PLACE to discuss issues is on the floor of the union meeting if we are to improve wages, hours, working conditions and benefits. This requires regular attendance.

THE TIME is prior to negotiations with management. The too-late lamenting voice in the washroom has less power than a burned-out rocket booster falling back to earth.

THE UNION OFFICERS need the support and active participation of each and every member at all times if the realistic goals of labor are to be achieved.

Railroad NEWS IN BRIEF



THE PENN CENTRAL stepped up its Metroliner service to 18 trains a day between New York and Washington on December 14. Penn Central began limited Metroliner service last January and has transported 500,000 people since then. Throughout the summer, six Metroliners a day were in operation, and the service was increased to 12 trains a day in late October.

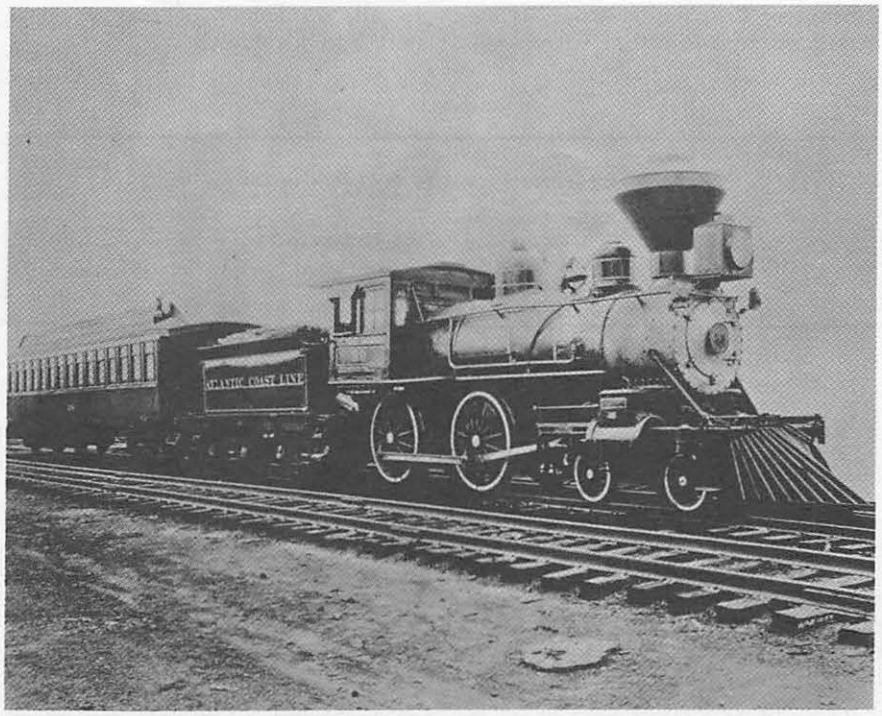
THE INTERSTATE COMMERCE COMMISSION approved a 6 percent increase in freight rates that will yield the railroads $600 million more a year. The boost is subject to investigation and possible changes later.

RIO GRANDE'S narrow-gauge "Silverton" train carried 97,000 passengers in the tourist season just ended, up by more than 6,200 from the previous record high established last year.

THE BALTIMORE & OHIO has shifted passenger operations in Chicago from Grand Central Station to the Chicago & North Western Station. The Grand Central Station and facilities may be razed for city redevelopment purposes.

THE GRAND TRUNK WESTERN, in response to Michigan State University students, are making daily stops at Farm Lane Crossing. Grand Trunk began stopping its trains at Farm Lane last year so that students would no longer have to travel into Lansing to catch a train. A shelter was erected at the site and an average of 300 people use the stop each week.

UNION PACIFIC'S Land division is to spend $98 million on six development projects, including a Las Vegas hotel, an office building in Omaha, and residential subdivisions in two California cities.



Vintage of the 1880's

Here's another flashback into the early days of railroading. The photo shows a locomotive and coach similar to those which carried the first passengers into St. Petersburg, Florida, back in 1888.

THE PORT AUTHORITY TRANS-HUDSON (PATH) CORPORATION, expressed pleasure that the Supreme Court of New Jersey, the State's highest tribunal, had affirmed decisions of the Superior Court, Hudson County, which upheld agreements between PATH and the City of Jersey City and the Hudson County Board of Chosen Freeholders relating to the construction and operation of the proposed $45 million PATH Journal Square Transportation Center in Jersey City.

PATH forces have been working on the track and signal components of the project since last April. The construction of eastbound and westbound bypass tracks in the Journal Square area was completed in mid-September. Construction of new passenger entrance facilities and park improvements at PATH's Grove Street Station, also a part of this project, is well under way, with completion expected at the end of April 1970.

THE PENN CENTRAL elimnated through sleeper service on the former "New England States" trains operating between Boston and Chicago on October 26. The pair of trains are now designated only as numbers 427 and 428. The National Association of Railroad Passengers announced that it has formally requested the Massachusetts Department of Public Utilities to take action to require the PC to restore through sleeper service.

THE DEPARTMENT OF TRANSPORTATION announced that Deputy Administrator Carl V. Lyon has temporarily assumed direction of the Office of High Speed Ground Transportation.

Robert A. Nelson, former Director of the office, has been named Special Assistant to the under-Secretary of Transportation.

LEHIGH VALLEY has received approval from the FRA Railroad Safety Board to install a traffic control system on single main track replacing automatic block signal system arranged for single direction operation on two main tracks between Framington and Caledonia, N.Y., about 32 miles.

Signalman Saves Drowning Motorist

BROTHER THOMAS V. Schroeder, a member of Local 32 and a signal maintainer on the Chicago & Western Indiana R.R., recently saved the life of a motorist whose car had plunged into the Calumet River on the South side of Chicago.

Two autos, one coming from each direction, plunged into the Calumet River early one morning recently when the city lift bridge was raised and warning lights and safety gates failed to function.

Brother Schroeder was repairing a signal on the C.&W.I.R.R. bridge, some 75 feet away from the city bridge, when he heard someone yell. He looked up just in time to see the headlights of one auto dropping off the bridge pavement into the river.

Seconds later another auto plummeted into the river from the other bank. Schroeder said, "I saw the car drive off, a man came up and swam toward the bank, I threw him a life ring. Then I took off my coat and shoes, put my wallet and keys aside, climbed down the bridge and jumped off the pier about 10 feet into the water."

He spotted the second motorist in the murky water, after the motorist had swam almost 175 feet toward safety, but was tiring and struggling in the water.

"He yelled, 'Help, I'm drowning,' " Schroeder said. "He was almost beat out."

Schroeder, dripping wet and covered with oil and slime, hauled the motorist to the river bank.

Both drivers were taken to the South Chicago Community Hospital and reported in fair condition. But Brother Schroeder returned to the railroad bridge, changed clothes and went back to his repair job. He said he wasn't particularly tired and finished his work before he went home.

"I was just afraid that I wouldn't be able to get to that guy in time," he said.

The tender of the city bridge said he was trying to switch on emergency lights when the two cars went into the river.

Brother Tom is the third trick system signal maintainer and has twenty years service on the Chicago & Western Indiana Railroad.

Clerks, UTU & MofW Withdraw From R.L.E.A.

THE BROTHERHOOD OF Railroad and Airline Clerks withdrew from the Railway Labor Executives' Association on November 4. C. L. Dennis, president of the Clerks, informed the RLEA that he was withdrawing his organization from the Association because he could no longer be associated with organizations that were involved in opposing H.R. 13300, the controversial bill extending the supplemental annuity program with compulsory retirement and waiver provisions.

The Clerks, together with the United Transportation Union, and the Maintenance of Way Employes, support this legislation.

The other unions in the RLEA are in opposition to H.R. 13300 because of the mandatory retirement section, the yellow dog provision, and the five year moratorium. These organizations demonstrated their strength and unity on October 30 in Washington, when they testified before the Senate subcommittee on railroad retirement.

Other organizations that joined the Clerks in withdrawing from the RLEA were the Seafarers' International, effective November 6; the United Transportation Union, and the Maintenance of Way Employes, effective November 14.

C. J. Chamberlain stated, "It is regrettable that the four organizations have decided to withdraw from the RLEA, however, it is quite apparent that their decision to do so was based on the fact that they would no longer belong to any association that they could not control and dominate.

"The issue that prompted this inevitable withdrawal action of these organizations, obviously was the definite split between those organizations and other RLEA organizations over the compulsory retirement provisions of H.R. 13300. The determination of the organizations opposed to this oppressive legislation, which includes the Brotherhood of Railroad Signalmen, is most gratifying to us and certainly serves notice to the railroad industry that there are responsible, autonomous organizations in the railroad labor field who still represent the interest of their membership and will not be dictated to by a few who, for some reason seem to think, erroneously, that they speak for all railroad labor."

R.R.B. Pays Supplemental Pension For November

THE CHAIRMAN OF THE Railroad Retirement Board, Howard W. Habermeyer, reporting on the supplemental annuity payments stated that all November 1 checks were issued on that date.

He also stated that after the November 1 checks were issued the Retirement Board was going to resume making new awards. Payments of the backlog cases began around November 15. There had been a temporary withholding of new supplemental annuity awards to conserve funds for the November 1 supplemental annuity checks due annuitants already on the rolls.

Mr. Habermeyer noted that, due to lack of funds, the December 1 supplemental annuity checks will be delayed unless additional funds are made available by legislation. This delay will apply to everyone on the supplemental annuity rolls, including those just awarded.

All annuitants were given advance notice of the delay.

The Chariman reported that the Board will issue checks due December 1 some time between December 20 and 31. The exact date of payment is uncertain and the Retirement Board is waiting to see when enough taxes have been collected to cover the December 1 benefit rolls.

One alternative given the Senate sub-committee on Railroad Retirement during the October 30 hearings was Congress authorized the Railroad Retirement Board to borrow from the regular Railroad Retirement account sufficient money to disburse full monthly checks to all supplemental annuitants as far into the fourth year of the current law as the projected revenue will permit.

During this period, the various unions could negotiate with the carriers for a new supplemental pension agreement.

LOCAL LODGE NEWS

By, for and about B. of R. S. members

Penn Central
New Haven Region

New Haven, Ct. (7). The General Committee held its annual meeting in New Haven on October 25, with President C. J. Chamberlain presiding.

Attending this meeting were: Vice President B. H. Steuerwald, Grand Lodge Representative J. W. Walsh, General Chairman Harold Wishart, Vice Chairman John Heaphy, Treasurer Joe Holland, Local Chairman of Local No. 5 Joseph Roy, Local Chairman of Local 34 John Flannery, Local Chairman of Local 7 John Neibel. Due to his recent illness Arthur Richards was unable to attend.

Many interesting topics of importance were discussed by President Chamberlain. Some of the topics were wage movements, fringe benefits and many more which will be published in the near future.

Also discussed at the meeting was the consolidation of Local 34 with Local 7. This will be discussed at the next meeting of Local 7.

The election of officers was held. This election was performed by our distinguished President. The results are as follows:

General Chairman—Harold Wishart
Vice General Chairman — Arthur Richards
Treasurer—Joseph Holland
Trustees—John Flannery, Joseph Roy, John Neibel

The next meeting of Local 7 will be held the second Tuesday of January 1970 at the Settentrionale Society at 7:30 p.m. All members of Local 34 are cordially invited to attend this meeting. Refreshments will be served after this meeting.

JOHN G. NEIBEL

B&O-WL

Dayton, Ohio (94). The quarterly meeting was held on October 18 at the Holiday Inn Motel, Chillicothe, Ohio. The meeting was opened by Chief Signalman G. J. Erford.

Nineteen members and officers answered to roll call and seventeen new members were voted upon and accepted.

The New Haven General Committee held its annual meeting on Saturday, October 25. Those attending are, front row left to right: J. F. Heaphy (7), J. E. Holland (7), General Chairman H. E. Wishart, J. Roy (50). Standing in rear: J. H. Flannery, (34), President C. J. Chamberlain, Vice President B. H. Steuerwald, Grand Lodge Representative J. W. Walsh, and J. G. Neibel (7).

The minutes of the last meeting were read and approved. Two grievance cases were cited and discussed by Brother H. C. Guscott. The reading of bills and financial report was given by Financial Secretary D. .J Hammond and approved. There was no unfinished business.

Under new business Brother H. C. Guscott installed the newly elected officers of the General Committee who will serve for three years. They are:

Chief Signalman—H. W. Rupp
First Vice Chief—C. B. Flesher
Scond Vice Chief—C. M. Mawer
Financial Secretary—D. J. Hammond
Recording Secretary—G. F. Hammond
Trustees—M. J. Barber, J. A. Cobel, Richard Lamb.

New B&O agreements are being distributed to all members. Brother Guscott discussed wages and working conditions served on management in the October 1 wage movement. There being no further business the meeting closed in due form about noon.

Report on sickness of members included: D. H. Kelley, C. Barger, Layton Hasch, Roy Kinder, A. E. Russell and R. V. Smith.

Our next quarterly meeting will be on January 17, 1970 in Cincinnati, Ohio at the Sheraton-Gibson Hotel.

G. F. Hammond

SP-WP

Sacramento, Cal. (179). The regular meeting of Local 179, Southern Pacific-Western Pacific, was held November 7 with ten members present, eight of whom were from the Western Pacific. The following officers were elected for the ensuing three years:

Chief Signalman—Clarence Hart
Local Chairmen—(all re-elected)
C. A. Rhines—W.P.
D. H. Yancey, Salt Lake Div. S.P.
C. I. Young—Shasta Div. S.P.
R. G. Poulson—Sac. Div. S.P.
Fin. Secy.—Owen C. Lewis
2251 Pyramid Way
Sacramento, Ca. 95821

Send your dues to Brother Lewis at the above address.

Former Financial Secretary Fred Wall was unable to attend the meeting due to a death in the family.

Our new Chief Signalman Clarence Hart will continue to hold good meetings and hopes the members will support him by attending the meetings. Clarence is a maintainer and attends all meetings unless he is called to work.

Only one of the newly elected trustees was present and the local chairman of the S.P. was absent as he too is a maintainer and subject to call unless he checks out.

How about some of the other divisions of Local 179 submitting some news to the Journal for the information of all the members.

I take this opportunity to wish every Signal Department employe in this country and Canada a Merry Christmas and a Happy New Year.

C. G. Hodges

I.C. General Committee Meets In Chicago

The Illinois Central General Committee met at the Pick Congress Hotel in Chicago on November 21.

The following members were present: A. J. Louder (29-West), K. G. Williams (29-East), J. H. Croxton (46), J. J. D'Arcy (70), B. H. Schultz (81), J. C. Davis (107), and General Chairman B. J. Woodruff.

The committee was very honored to have present at the meeting Vice President C. S. Chandler, Vice President M. B. Frye and Grand Lodge Representative J. W. Walsh, Jr.

Vice President Chandler, at my request, presided at the meeting and, as usual, did a very good job. The first order of business was a motion to dispense with the reading of the minutes taken at our previous meeting. Motion carried. The next order of business was to elect officers. All officers will take office on January 1, 1970 for a term of three years ending December 31, 1972. The election went as follows:

G.C.-G.S.—B. J. Woodruff
1st V.G.C.—K. G. Williams
2nd V.G.C.—H. G. Forrest
Trustees—J. C. Davis, Chairman
A. J. Louder
B. H. Schultz

Vice President Frye gave a very interesting and informative talk on the February 7, 1965 Agreement. Brother Frye also answered questions, made suggestions and offered advice on other important matters concerning our organization.

Grand Lodge Representative J. W. Walsh, Jr. spoke on the present status of supplemental pension annuities. He also called our attention to the Brotherhood of Railroad Signalmen's position on compulsory retirement at age 65. Our position, of course, is against this move. Brother Walsh suggested we write to our senators in Congress on this bill, H.R. 13300, and asked us to suggest to our people that they do the same.

The meeting was recessed at noon for lunch. The meeting was again called to order at 1:30 p.m.

The proposed General Committee By-Laws were discussed at length and after some revisions were made they were adopted.

An audit of the Illinois Central General Committee's books was made by Grand Lodge on November 15, 1969, for the period of 4th quarter 1968—3rd quarter 1969. The report, which showed a balance at the end of the 3rd quarter 1969, of $384.81, was presented to the members present.

It was agreed that the committee's next regular meeting would be held in November 1971.

Meeting was adjourned at 4:45 p.m.

B. J. Woodruff

PC-PRSL

Magnolia, N.J. (58). The elections are over and the new officers take office January 1, 1970. They are:

Chief—Wm. Coho
Vice Chief—R. B. Inman
Treasurer—Wm. H. Gilbert
Recording Secretary—R. W. Schwartz
Local Chairman—J. L. Nack
Committee—E. S. Reed, R. W. McCormick

The members of Local 58 will hold a Christmas Party on December 10, our regular meeting night at Hammonton, N.J.

By the time you read this the system meeting will be over at Terre Haute, Indiana. Have requested a position at the new Classification Yard for a helper or an assistant to assist the maintainer.

Brother Miller will go deer hunting this month. We wish him luck. Brother Dalton was in Jersey this spring and Brother Johnson visited Jersey this summer.

Brother A. Ott, Inspector, died this past year and we understand that Brother Hargrave, in California, was laid up in the hospital. Have not heard from Brother Weber lately.

We received more than $1000 in pledges from our collection for the United Fund during October. Thank you for doing your part.

The new M&W Building has been broken into more than ten times this year with over more than ten thousand feet of wire stolen between Fort Dix and Hainsport, N.J., also over seven telephones ripped out of telephone boxes. Keeps me busy installing new ones.

It's about that time—don't forget your switches need tending for the winter to save yourself from working in the snow.

Don't forget the January 14, 1970 meeting, at which time we will have the installation of officers. Let's all try to attend this meeting. Free refreshments.

J. L. Nack

B&O-WM-SIRT

Connellsville, Pa. (31). The regular fourth quarter meeting of Local 31 was held on October 25, at the Gore Hotel, Clarksburg, W. Va.

The meeting was called to order at 12:00 noon by Chief Signalman B. L. Cowgill. Roll call noted four officers and fifteen members present with two visitors: H. A. Rickey, retired, and Weldon B. Thacker.

The Illinois Central General Committee met at the Pick-Congress Hotel in Chicago on November 22. Those attending are shown above, seated from left to right: Vice President M. B. Frye; K. Williams; General Chairman B. J. Woodruff; J. C. Davis, and Vice President C. S. Chandler. Standing, left to right: B. H. Schultz, J. J. D'Arcy, A. J. Louder and H. H. Croxton. Grand Lodge Representative J. W. Walsh served as the photographer.

Twenty four new members were voted on and accepted into our organization.

The officers elected for the ensuing three years are:

Chief Signalman—B. L. Cowgill
1st Vice Chief—D. B. Grove
2nd Vice Chief—R. A. Stottlemeyer
Rec. Secy.—Dale Leonard
Fin. Sec.—Treas.—G. A. DeLozier
Trustees—C. W. Durner
C. M. Cathell
Harrison Mickey

The new officers were given the oath of office by General Chairman H. C. Guscott.

Many items of interest were discussed and explained by the general chairman, among them, the October 1, 1969 wage notice served on the carriers and the counter-proposals of the carriers served on the organizations.

We should make sure we qualify ourselves for jobs the carriers make available to us.

Members reported sick included: R. L. Snyder, V. B. Kerchner, J. O. Critchfield, C. S. Weaver, Hugh Siders, R. E. McDaniels.

The next meeting will be held in Baltimore, Md. Check your 1970 meeting date card for time and date.

Dale Leonard

S.P.-W.P.-P.E. General Committee Meets

The General Committee of the Brotherhood of Railroad Signalmen for Southern Pacific, Western Pacific, and former Pacific Electric, held their regular meeting at the Firestone Lodge in San Mateo, California, November 13 and 14. All members of the committee were present.

In addition to the many items brought up for discussion the officers were elected for the ensuing term. Those elected were:

General Chairman—W. E. Crawford
General Secy.—(VGC)—J. W. Boyer
Gen. Fin. Secy.—C. A. Rhines
Trustees—E. P. Frost
W. D. Smith
D. H. Yancey

We were very fortunate in having two able Grand Lodge Officers in attendance, Vice President R. T. Bates and Vice President M. B. Frye, both of whom contributed greatly to making the meeting very interesting and successful. Both Brother Bates and Brother Frye are former members of this committee. Our thanks to Brother Chamberlain and Grand Lodge for loaning them to us for our meeting.

W. E. Crawford

Great Northern General Committee Meets

The Great Northern General Committee meeting was held in Minot, North Dakota, on November 21 and 22.

Those in attendance were: Grand Lodge Representative Walter Altus, General Chairman Robert F. Richardson, Vice General Chairman Adrian L. Buckland, Financial Secretary-Treasurer Robert L. Peterson, Hugh A. Thomas, Gordon McConn, and Local Chairman Alvin F. Borgrud.

The following items of business were discussed. R. F. Richardson was re-elected General Chairman for a three year term as was Adrian L. Buckland, Vice General Chairman. Discussion of our local elections regarding the poor return on ballots as only 50 to 55 percent of membership voted. Remember to vote is your duty.

Financial report of Local 154 and dues collection was noted. When sending in your dues please send check or money order—not cash.

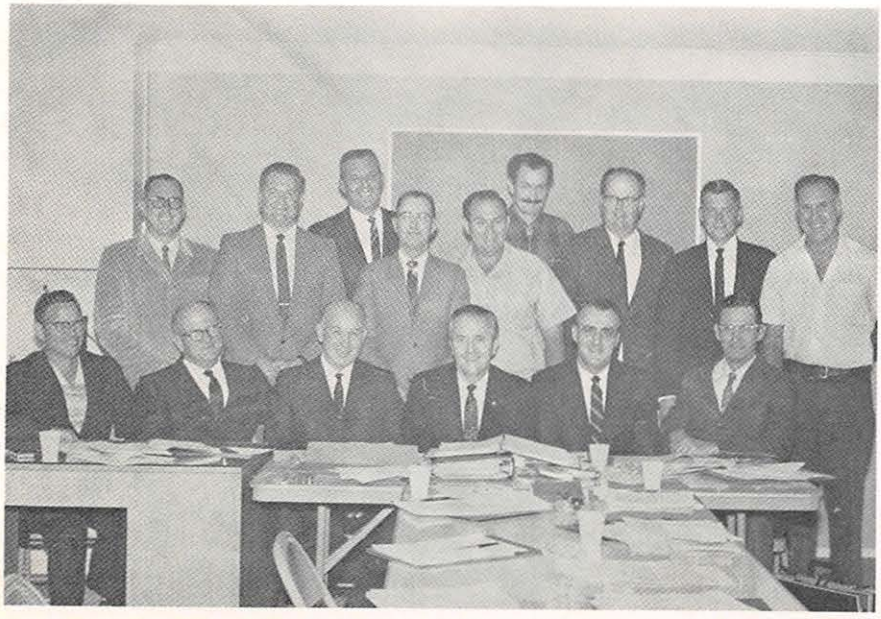
It was decided to send two delegates to the Signalman's Convention; the general chairman, and one delegate to be voted on by the membership.

The condition of the outfit cars was discussed at length. You will hear about this from your local chairman. The wage movement was gone over also the counter-proposal served on us by the carriers concerning our Group Insurance. Award 298 concerning traveling time and expenses away from home was gone over. A lot of time was spent on rewriting our local bylaws. These will be voted on by the membership in the near future.

A local meeting was held at the Labor Temple in Minot, North Dakota, November 21 at 8 p.m. Many of the same items were discussed.

Present at the meeting were: T. O. Gathman, Lyle Vannatta, Wayne Simonson, David Neset, Jim Skarhaus, Lawrence Dykhoff, Ornell Danielson, Alvin Borgrud, Hugh Thomas, Adrian Buckland, Walter Altus, Robert Peterson, Robert Richardson, Charles McConn, Gordon McConn, Richard Heisler, Les Paulson, Alvin Weisser.

Alvin F. Borgrud



The General Committee of the Brotherhood of Railroad Signalmen for the Southern Pacific, Western Pacific, and former Pacific Electric met recently in California. Those attending the meet were: seated, left to right, Al. M. Dickey, C. A. Rhines, W. E. Crawford, M. B. Frye, R. T. Bates, D. H. Yancey. Standing, left to right: A. J. Chapman, E. O. Rosebure, R. E. Wierma, J. L. Turner, George Bozaan, E. H. Phillips, R. G. Poulson, J. W. Boyer and C. I. Young.

Reading

Reading, Pa. (26). The regular bimonthly meeting of Local 26 was held October 27 at the Labor Temple, Reading, Pa. and was called to order by First Vice Chief D. B. Snyder with an opening prayer by temporary Chaplain J. H. Schultz.

Installation ceremonies were conducted for the elected officers into their places of responsibility by General Chairman Glavey.

Officers elected to serve for the next three years are as follows:

Chief Signalman—H. D. Borrell
1st Vice Chief—D. S. Moll
2nd Vice Chief—K. B. McNabb
Rec. Secy.—L. Vanino
Fin. Secy. Treas.—D. H. Wise
Trustees—W. J. Mengel
J. H. Schultz
J. F. Urban
Chaplain—E. J. Young
Local Chairman—Shamokin Div.—C. W. Link
Committee Members—E. H. Bingaman
J. M. Gately
Local Chairman Reading Div.—C. R. Roth
Committee Members: R. K. Forsythe
J. T. Weidner

New members obligated into Local 26 are: Brothers R. L. Bashore, D. A.

Dunlap, D. G. Henry and S. P. Martin.

Discussions on grievances and working conditions were participated in by 35 percent of the membership.

Meetings are now conducted at the Labor Temple, Reading, Pa., Room 303 at 6:30 p.m. bi-monthly, fourth Monday of even numbered months.

The officers of Local 26 extend Holiday Greetings to all working and retired members. See you all at the meetings.

L. Vanino

C.M.St.P.&P.

Schofield, Wis. (61). The Milwaukee Road General Committee held its annual meeting at Portage, Wis. on October 24.

The newly elected officers were installed for the next three years. They are:

General Chairman—L. T. Davies
Secy.-Treas.—A. F. Neises
Vice G. C.—M. C. Lennon
Trustees—M. C. Lennon
L. E. Ferris
C. E. Carlson

Vice President M. B. Frye was at this meeting and instructed us on the proper procedure to follow in processing a grievance claim. This was very important to our new local chairman.

A. F. Neises

Penn Central New Haven Region

New Haven, Ct. (7). Our Eighth Annual Old Timers Nite was held on October 25 at the Settentrionale Society in New Haven, Ct.

The honored guests for the evening were President C. J. Chamberlain, Vice President B. H. Steuerwald and Grand Lodge Representative J. W. Walsh, Jr. and all our retired Brothers of Local 7.

This year we added two Brothers to our retired honor roll; Charley Swain from New Haven and William Furtex from the Hartford District. Good Luck Charley and Bill and many years of good health.

After another fine dinner served by our friend "Nick," we heard an inspiring speech by our distinguished President.

The members of Local 7, after meeting President Chamberlain, feel that they have a leader and a well-organized group of men in Grand Lodge, who will do the job and get it done for the interest and welfare of the members of the Brotherhood of Railroad Signalmen in both the United States and Canada.

One of the highlights of the evening was the door prizes which were generously donated by the manufacturers, the Local, and the Grand Lodge. Among the lucky winners were: Brother Joe Walsh, Joe Roy, the Brown Brothers, Jack Heaphy, Bobby Brooks and many others. This is the first year that "Tickets" Weisner went home empty-handed, but better luck next year Ben.

We would like to thank Howard White from Local 5 for doing such a great job of photography.

We will be looking forward next year to seeing all the Old Timers again and I would like to pass on to you a remark I overheard from one of the members of Local 7. "Hell, everyone of the Old Timers looks one hundred percent better than us that are working everyday."

John G. Neibel

Santa Fe General Committee Meeting

The Santa Fe General Committee met in Albuquerque, New Mexico at the Alvarado Hotel on November 21 and 22 for its regular triennial meeting, with General Chairman W. H. Lewis presiding.

Committee members present were: J. R. Riggs, Local 20, Illinois Division; C. M. Page, Local 33, Eastern Division; R. L. Pulliam, Local 33, Old Oklahoma Division; E. A. Kidd, Local 121, Northern Division; W. L. Ellison, Local 121, Southern Division; L. J. Day, Local 161, New Mexico Division; W. B. Harwell, Local 161, Colorado Division; L. M. Zimmerman, Local 161, Plains-Slaton Division; R. L. McLaughlin, Local 172, Albuquerque Division; R. R. Van Vacter, Local 156, Los Angeles Division; and L. R. Silva, Local 173, Valley Division. The Santa Fe General Committee can again boast of 100 percent attendance.

Committee members were honored with the presence of Grand Lodge Officers, President C. J. Chamberlain and Vice-President R. T. Bates.

Santa Fe General Committee meetings always have a full agenda with many items of business to be handled. This meeting was no exception. On November 21 the Committee was in session nine hours with breaks for lunch and dinner. Our day's business ended about 9:30 p.m.

On November 22 we convened for our morning session at 8:00 a.m. The chair was turned over to President Chamberlain to preside over the election of officers. On November 21, Brother Chamberlain had expressed to the Committee his desire to have Brother W. H. Lewis assist him with the 1970 Convention. Brother Lewis has reached retirement age. However, he had expressed his willingness to serve as General Chairman for one more year if the Committee wanted him. There was no doubt in anyone's mind as to wanting him. Brother Lewis was elected to serve until January 1971. His successor, elected to fill the General Chairman's office for 1971 and 1972 is R. R. Van Vacter.

The officers elected were:

W. H. Lewis—General Chairman (1970)
R. R. Van Vacter—Gen. Chairman (1971-72)
C. M. Page—Gen. Secretary-Treasurer
L. R. Silva—Senior V.G.C.
L. J. Day—V.G.C. Western Lines
W. B. Harwell—V.G.C. Eastern Lines

At the completion of the election, Brother Chamberlain performed the installation ceremonies.

We were honored with a visit from Santa Fe Signal and Communications Director L. R. Thomas, and System Signal Engineer O. C. French. They talked to us about our new training program. They requested our help in making the training program a success by encouraging the enrollees to continue studying to complete their training course.

Brother Lewis was presented with a plaque from the Committee members as

Local 7 held their Eighth Annual Old Timers Nite on October 25 in New Haven, CT. The 17 honored guests are shown above with President C. J. Chamberlain.

The Great Northern General Committee met at the Labor Temple in Minot, North Dakota, November 21 and 22. Those attending are shown above, seated from left to right: Grand Lodge Representative W. W. Altus, Jr.; General Chairman R. F. Richardson; and Vice General Chairman A. L. Buckland. Standing, left to right: Local Chairman H. A. Thomas; Secretary-Treasurer R. L. Peterson; and Local Chairmen Gordon McConn and A. F. Bogrud.

Officers and members of Local 154 as they met in the Labor Temple at Minot, North Dakota on November 21. A wide variety of topics of both local and general interest were discussed.

The Brotherhood of Railroad Signalmen's delegation attending the AFL-CIO's eighth convention in Atlantic City, N.J. is shown above, left to right: Vice President B. H. Steuerwald, Secretary-Treasurer P. T. Drummond and President C. J. Chamberlain.

a token of appreciation for his long and faithful service. Wives accompanying their husbands to Albuquerque presented Mrs. Lewis with a gift.

Wives present were: Mrs. J. R. Riggs, Mrs. W. L. Ellison, Mrs. R. L. McLaughlin, Mrs. W. B. Harwell, Mrs. E. A. Kidd, and Mrs. R. R. Van Vacter.

The Santa Fe General Committee will meet again in Wichita, Kansas in November, 1972.

R. R. Van Vacter

MP (Gulf)-HB&T

Houston, Texas (206). Our regular quarterly meeting was held at the old Ben Milam Hotel, October 12. There were six officers and eight members present.

Aside from the usual business of the local, the ballots for the election of officers for the ensuing year were opened and counted, resulting in the following being elected.

Chief Signalman—F. Patterson
Vice Chief—G. N. Scheollkopf
Rec. & Fin. Secy.—I. H. Shaver
Lever—J. K. Payne
Chaplain—I. S. Cobb
Inside Semaphore—C. L. Kemp
Outside Semaphore—E. B. McGill
Local Chairmen:
HB&T—R. M. Sanders
Palestine Div.—H. C. Barnett
De Quincy Div.—W. E. Howard
Kingsville Div.—H. S. Colquhoun
Trustees:
MoPac—W. R. Mullenaux, H. W. Boswell
HB&T—W. H. Guinn

Brother A. T. Payne has again been elected General Chairman.

We were also pleased to receive the following brothers to membership: E. H. Larose, L. H. Bradley, G. D. McFarlan, J. D. Wood, P. E. Younger, H. D. O'Neal, and M. H. Clayton. We welcome these brothers and invite them to take an active part in our Brotherhood.

Our next meeting will be in the usual place on January 11, 1970. All members are urged to be present.

I. H. Shaver

Rock Island

Silvis, Ill. (183). The regular fourth quarter meeting of Local 183 was held in East Moline, Illinois on November 16.

The meeting was called to order at 1 p.m. by Chief Signalman M. P. White. There were ten members and General Chairman Ketterman present.

Attend Your Union Meetings

Several claims that are now being progressed were discussed by General Chairman Ketterman. He also discussed the recent wage notice that was served on the carriers.

The financial condition of the General Committee funds was discussed and a motion carried that the recording secretary notify the other Locals in our Committee of the action taken by this Local at this meeting. We are asking the other Locals to consider taking similar action at their next meeting.

The members informed Local Chairman Hickerson of their wishes and desires in the coming General Committee meeting. He was instructed to vote according to his own judgment.

The meeting adjourned at 4:30 p.m. The time and place of our next meeting will be announced at a later date.

H. E. Clark

Penn Central

Akron, Ohio (109). The annual retirement banquet was held at Talmadge, Ohio on October 11. A bountiful dinner was arranged for all by Brothers C. M. Chandler and J. E. Phillipi.

There were 57 members, guests, wives and friends present. Among the honored guests, the retired members, were: former Local Chairman I. Cipperley, George Beck, who is presently the Mayor of Ravenna, Ohio; Percy Lavarack, William Stanford and John Garaja. Brother P. F. Goddard, served very capably as the Master of Ceremonies. He has been retired since 1963.

General Secretary-Treasurer D. W. Murphy addressed the banquet on behalf of the Pennsylvania General Committee and expressed appreciation for the opportunity to attend. General Chairman R. B. Park, who has attended many previous banquets, was unable to attend because of pressing business.

Director of Research W. D. Best brought greetings and best wishes from Grand Lodge and President Chamberlain. He told those assembled where the retired officers are now located and what they are doing. Several in attendance recalled Brother Tom Austin and their associations with him. They were pleased to learn he is still in good health and had just celebrated his 100th birthday.

C. & S. Supervisor R. Knotts, formerly a T. & T. Maintainer at Cincinnati, spoke on behalf of the Company, renewed old acquaintances and made some new ones.

There were no new retirees for the past year so the special considerations Local 109 gives newly retired members were tendered to no one.

A fine time was had by all and everyone was in agreement that the Committee did a splendid job in planning and arranging for the banquet.

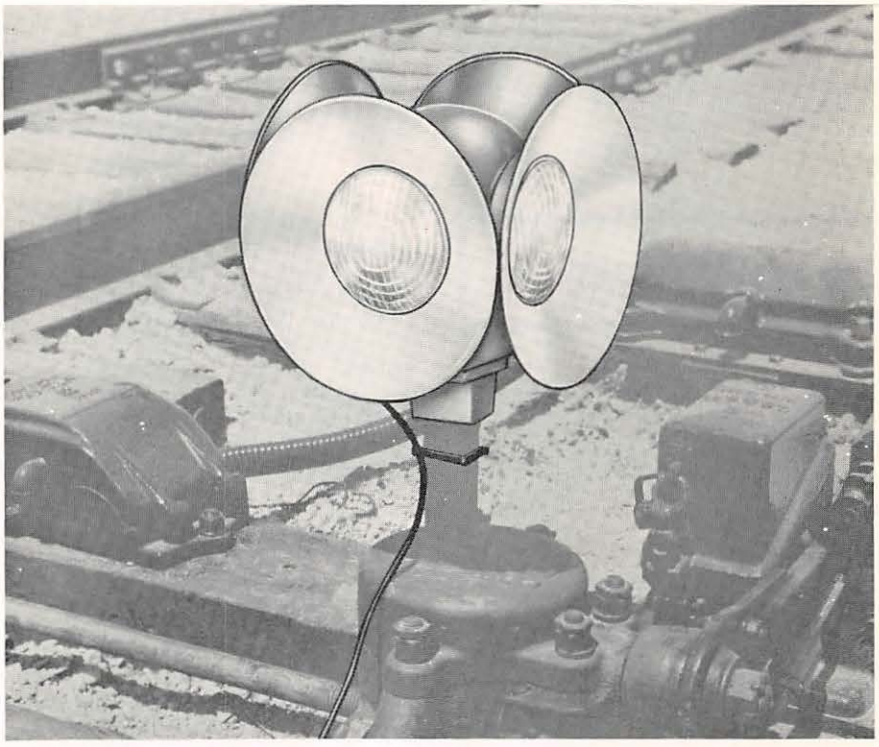
R. T. Clark

B&O-Chicago Div.

Dayton, Ohio (94). A retirement Dinner Party was held at Garrett, Indiana, American Legion Hall, October 18 to honor retiring Brothers Merle P. Fausnaugh and James V. Bayliss.

Both of these Brothers were working as maintainers at the time of their retirement and had performed well for the company during their long years of service.

Seventy-eight signalmen, wives, and other Chicago Division friends attended the party. Speakers were Signal Supervisor Fred Bruns, Master of Ceremonies; William Miller; Signal Supervisor, Buffalo Division; Signal Supervisor R. Mynhier, Pittsburgh Division; Assistant Signal Supervisors N. D. Moore and L. Galloway, St. Louis Division; Assistant



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A good time was had by all who attended.

The following are the newly elected Local Chairmen from the various seniority districts:

D. Korom—Akron Division
G. J. Erford—Chicago Division
J. A. Cobel—Newark Division
A. P. Weber—Ohio Division
H. W. Rupp—St. Louis Division East
W. A. Lindsey—St. Louis Division West
F. M. Collier—Toledo-Indianapolis Div.
G. F. Hammond—The Dayton Union Ry. Co.

I would like to once again advise all members of Local 94 payment of dues are to be sent to Financial Secretary D. J. Hammond, 1419 East Tipton Street, Seymour, Indiana 47274 and not to G. F. Hammond.

G. F. HAMMOND

Obituary

David Irvil Nance, retired member of Local 16, Penn Central, passed away October 10. He was 73.

Brother Nance retired from the Southwestern Region on January 31, 1963 at the age of 65, having completed 39 years of service. He was a C. & S. Foreman.

The officers and members of Local 16 extend their deepest sympathy to the remaining members of his family.

ED.

Howard M. Levan, retired member of Local 26, Reading Co., passed away suddenly on November 11. He was 74.

Brother Levan started his signaling career with the Reading in 1918 and was a signal maintainer at Birdsboro, Pa. before his retirement in 1966. He served faithfully Local 26 as recording secretary for 24 years.

He will be sadly missed by the officers and members of Local 26 who extend their deepest sympathy to the surviving members of his family.

L. Vanino

Robert M. Powell, member of Local 31, Baltimore & Ohio Railroad, passed away October 4. He was 65.

Brother Powell started his career in the signaling department on the Cumberland Division, later transferring to the Cumberland Repair Shop where he held the position of signalman at the time of his passing.

Brother Powell is survived by his wife, one son and one daughter.

The officers and members of Local 31 extend deepest sympathy to his survivors.

GEORGE A. DELOZIER

Austin G. Orrison, member of Local No. 31, Baltimore & Ohio Railroad, passed away October 8. He was 56.

Brother Orrison began his signal career on the Baltimore East Division on June 4, 1946 working in all classes up to that of signal maintainer which position he held at the time of his passing.

Brother Orrison was in ill health for the past ten years and was hospitalized on numerous occasions. He will be missed by all who worked with him and in any way was associated with him.

The officers and members of Local 31 extend deepest sympathy to the surviving members of his family.

G. A. DELOZIER

Bradley W. Rhodes, retired member of Local No. 31, Baltimore & Ohio Railroad passed away October 24. He was 83.

Brother Rhodes started his signal career on the Cumberland Division in 1919, retiring as assistant signal maintainer, Mountain Lake Park, in 1953 with 33 years of continuous service.

Brother Rhodes is survived by his wife, four daughters and two sons.

The officers and members of Local 31 extend deepest sympathy to his survivors.

G. A. DELOZIER

A. L. Mallonee, retired member of Local 65, Pennsylvania Railroad, passed away October 23. He was 73.

"Ace," as he was known to his fellow members and his many friends, was a faithful member of our Brotherhood.

Brother Mallonee was born at Woodwardville, Md. He entered service May 11, 1915 as a laborer in the M. of W. Department. At the time of his retirement in 1961 Brother Mallonee was a C&S Inspector at Bowie, Md., having completed 46 years of service.

The officers and members of Local 65 extend deepest sympathy to his wife and surviving members of his family.

Jim Smith

Harold W. "Hal" Shaw, retired member of Local No. 168, Chicago and Northwestern Railway, passed away October 20 at Prairie du Chien, Wis. He was 85.

Brother Shaw started work on the Omaha Railway as a signal helper on September 29, 1924 and retired from the assistant maintainers job at Elk Mound, Wisconsin on March 1, 1949.

He is survived by four daughters to whom the officers and members of Local No. 168 extend their deepest sympathy.

A. T. OLSON

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